



National Transportation Safety Board Aviation Accident Final Report

Location:	PAUL, ID	Accident Number:	SEA92LA142
Date & Time:	07/01/1992, 0905 MDT	Registration:	N5386
Aircraft:	Grumman-Schweizer G-164A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

IMMEDIATELY AFTER TAKEOFF AND AT APPROXIMATELY 50 FEET AGL THE AIRCRAFT LOST POWER FOR UNDETERMINED REASONS. THE PILOT EXECUTED A FORCED LANDING DURING WHICH THE LEFT MAIN LANDING GEAR AND WING IMPACTED A HOLE SPINNING THE AIRCRAFT AROUND APPROXIMATELY 160 DEGREES. A POST CRASH FIRE DESTROYED THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER FOR UNDETERMINED REASONS AND AIRCRAFT CONTROL NOT POSSIBLE BY THE PILOT IN COMMAND. A FACTOR CONTRIBUTING TO THE ACCIDENT WAS: ROUGH/UNEVEN TERRAIN.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Instrument Airplane	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/16/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 330 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman-Schweizer	Registration:	N5386
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1145
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	01/02/2000, Annual	Certified Max Gross Wt.:	6075 lbs
Time Since Last Inspection:	90 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	R-1340
Registered Owner:	FARM FLITE INC.	Rated Power:	600 hp
Operator:	FARM FLITE INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	NRNG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	BYI, 4150 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	0915 MDT	Direction from Accident Site:	142°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9° C / 8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0900 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	STEVEN A MCCREARY	Report Date:	10/25/1993
Additional Participating Persons:	T. MASON; SALT LAKE CITY, UT		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).