



National Transportation Safety Board Aviation Accident Final Report

Location:	EARLE, AR	Accident Number:	FTW91DPG03
Date & Time:	04/02/1991, 1025 CDT	Registration:	N5336
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

WHILE CRUISING AT ABOUT 150 FEET AGL, THE ENGINE 'MADE A LOUD POP' AND POWER WENT TO IDLE. DURING THE FORCED LANDING IN MUDDY TERRAIN THE AIRPLANE NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A POWER LOSS FOR UNDETRMINED REASONS. A FACTOR WAS THE MUDDY/SOFT TERRAIN IN WHICH THE FORCED LANDING WAS PERFORMED.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - WET

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	25, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/01/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2087 hours (Total, all aircraft), 331 hours (Total, this make and model), 1998 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N5336
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	663
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	02/08/1991, Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	19 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6244 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-985-AN1
Registered Owner:	SKY HAWK AVIATION	Rated Power:	450 hp
Operator:	A1 MANAGEMENT	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	KWVG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20° C / -18° C
Precipitation and Obscuration:			
Departure Point:	PARKIN, AR	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDY L MOORE	Report Date:	03/31/1993
Additional Participating Persons:			
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 pubinquiry@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](#).