



National Transportation Safety Board Aviation Accident Final Report

Location:	VILLE PLATTE, LA	Accident Number:	FTW90DRD07
Date & Time:	05/02/1990, 1045 CDT	Registration:	N8938H
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AG PILOT WAS SPREADING SEED RICE ON THE FIELD, AND DURING THE SECOND PASS, THE ENGINE STOPPED, THEN RESUMED POWER. THIS OCCURRED 2 MORE TIMES. THE PILOT TRIED TO GET TO A ROAD FOR A FORCED LANDING, BUT HAD TO LAND IN A FLOODED RICE FIELD. AT TOUCHDOWN, THE AIRPLANE FLIPPED FORWARD TO THE INVERTED POSITION. THE AIRPLANE WAS DEMOLISHED, BUT THE COMMERCIAL PILOT WAS NOT INJURED. AFTER RECOVERY, THE NUMBER FOUR CYLINDER INTAKE VALVE ROCKER BOX HOUSING WAS FOUND TO BE CRACKED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PARTIAL LOSS OF ENGINE POWER DUE TO A CRACKED NUMBER FOUR CYLINDER INTAKE ROCKER BOX HOUSING. THE LACK OF A SUITABLE FORCED LANDING SITE WAS A RELATED FACTOR.

Findings

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

Findings

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,PARTIAL
2. (C) ENGINE ASSEMBLY,VALVE,INTAKE - FAILURE,PARTIAL
3. (C) ENGINE ASSEMBLY,ROCKER ARM/TAPPET - FAILURE,PARTIAL

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/07/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	11768 hours (Total, all aircraft), 5500 hours (Total, this make and model), 11511 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N8938H
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1366
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	12/17/1989, Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	280 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6092 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN1
Registered Owner:	PATRICK AARON YOUNG	Rated Power:	600 hp
Operator:	PATRICK AARON YOUNG	Operating Certificate(s) Held:	

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:	Scattered / 2500 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1040 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
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):	HENRY J CHRISTIAN	Report Date:	09/10/1992
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/ .		

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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](#).