



National Transportation Safety Board Aviation Accident Final Report

Location:	BAYLESS, CA	Accident Number:	LAX89DVG04
Date & Time:	02/03/1989, 1200 PDT	Registration:	N6569K
Aircraft:	SCHWEIZER G-164C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING CRUISE FLIGHT, N6569K EXPERIENCED A TOTAL LOSS OF ENGINE POWER. FLAMES AND PIECES OF METAL WERE OBSERVED COMING FROM THE ENGINE EXHAUST PIPE OF THE PRATT & WHITNEY PT6A TURBINE ENGINE. THE PILOT INITIATED A FORCED LANDING. DURING THE LANDING ROLL, THE LANDING GEAR COLLAPSED AND THE AIRPLANE COLLIDED WITH THE TERRAIN. DURING POST ACCIDENT INVESTIGATION THE ENGINE WAS DISASSEMBLED AND IT WAS FOUND THAT A PIECE FROM ONE OF THE TURBINE BLADES SEPARATED AND DAMAGED THE REMAINING TURBINE ASSEMBLIES DOWN STREAM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE DEPARATION OF A TURBINE BLADE FOLLOWED BY A FORCED LANDING DURING WHICH THE LANDING GEAR COLLAPSED DUE TO OVERLOAD FORCES.

Findings

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

Findings

1. (C) TURBINE ASSEMBLY, TURBINE BLADE - SEPARATION

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

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

2. (F) LANDING GEAR, MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/03/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9000 hours (Total, all aircraft), 5000 hours (Total, this make and model), 8900 hours (Pilot In Command, all aircraft), 350 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER	Registration:	N6569K
Model/Series:	G-164C G-164C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	5C
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	11/05/1988, 100 Hour	Certified Max Gross Wt.:	8000 lbs
Time Since Last Inspection:	67 Hours	Engines:	1 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	PT6A-34
Registered Owner:	CHUCK JONES FLYING SERVICE	Rated Power:	750 hp
Operator:	CHUCK JONES FLYING SERVICE	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	NHGG

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:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17° C
Precipitation and Obscuration:			
Departure Point:	GLENN, CA (PVT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1300 PDT	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE	Runway Surface Type:	Dirt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

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):	DELVINY A PATNO	Report Date:	05/22/1990
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 pubinq@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](#).