



National Transportation Safety Board Aviation Accident Data Summary

Location:	BAYLESS, CA	Accident Number:	LAX89DVG04
Date & Time:	02/03/1989, 1200 PDT	Registration:	N6569K
Aircraft:	SCHWEIZER G-164C	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

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

Pilot Information

Certificate:	Commercial	Age:	31
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
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	Engines:	1 Turbo Prop
Operator:	CHUCK JONES FLYING SERVICE	Engine Manufacturer:	P&W
Operating Certificate(s) Held:		Engine Model/Series:	PT6A-34
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Broken / 2000 ft agl	Wind Speed/Gusts, Direction:	8 knots / 12 knots, 225°
Temperature:	17° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	GLENN, CA (PVT)	Destination:	

Airport Information

Airport:	PRIVATE	Runway Surface Type:	Dirt
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): DELVINY A PATNO

Adopted Date: 05/22/1990

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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