



National Transportation Safety Board Aviation Accident Final Report

Location:	LISSIE, TX	Accident Number:	FTW89DRA06
Date & Time:	06/01/1989, 1545 CDT	Registration:	N6822Q
Aircraft:	GRUMMAN G-164B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE ACFT WAS ON AN AERIAL APPLICATION FLIGHT WHEN A BIRD STRIKE OCCURRED AT THE AIR INTAKE AREA. IMPACT RESULTED IN DAMAGE TO THE ENGINE COMPRESSOR SECTION & THE ENGINE FLAMED OUT. THE PILOT MADE A FORCED LANDING INTO A PLANTED FIELD. DURING TOUCHDOWN, THE ACFT HIT A SMALL LEVEE AND FLIPPED OVER. NO SUITABLE LANDING AREA WAS AVAILABLE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A BIRD STRIKE WHICH RESULTED IN FOREIGN OBJECT DAMAGE TO THE ENGINE COMPRESSOR. A BERM AND THE LACK OF SUITABLE TERRAIN FOR A FORCED LANDING WERE CONTRIBUTING FACTORS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) OBJECT - BIRD(S)

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

2. (C) COMPRESSOR ASSEMBLY - FOREIGN OBJECT DAMAGE

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

3. LOAD JETTISON

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE
5. (F) TERRAIN CONDITION - BERM

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	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:	02/23/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8600 hours (Total, all aircraft), 3000 hours (Total, this make and model), 8400 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N6822Q
Model/Series:	G-164B G-164B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	324B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	03/17/1989, Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Not installed	Engine Model/Series:	TPE-331-43A
Registered Owner:	LISSIE FLYING SERVICE	Rated Power:	580 hp
Operator:	LISSIE FLYING SERVICE	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	KAYG

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	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	33° C
Precipitation and Obscuration:			
Departure Point:	LISSIE, TX (NONE)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	1445 CDT	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):	JAMES R KRUG	Report Date:	04/24/1990
Additional Participating Persons:	G W WESTFALL		
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](#).