



National Transportation Safety Board Aviation Accident Data Summary

Location:	DODGE CITY, KS	Accident Number:	MKC87LA072
Date & Time:	04/01/1987, 1225 CST	Registration:	N48564
Aircraft:	GRUMMAN-SCHWEIZER G-164A	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT STATED THAT THE AIRCRAFT WAS OPERATING NORMALLY WHEN HE ESTABLISHED HIMSELF ON FINAL APPROACH FOR RWY 32. WINDS WERE FROM THE NORTHEAST AT 25 KTS, THE PILOT FURTHER STATED, SO HE ABANDONED THE APPROACH AND WAS IN THE PROCESS OF CIRCLING THE FIELD FOR A LANDING ON RWY 02 WHEN THE ENGINE BEGAN LOSING POWER. ACCORDING TO A MECHANIC-WITNESS ON THE GROUND, THE AIRCRAFT'S ENGINE 'SOUNDED BAD--LIKE A BLOWER FAILURE', AS IT FLEW OVER THE HANGAR WHILE CIRCLING FOR ANOTHER APPROACH. AT THIS POINT, THE WITNESS FURTHER STATED, THE ENGINE BEGAN BELCHING SMOKE AND TOTALLY LOST POWER. THE PILOT ATTEMPTED A RETURN TO THE FIELD BUT HE RAN OUT OF ALTITUDE--AND WAS FORCED TO LAND IN A FIELD ADJACENT TO THE AIRPORT. THE AIRCRAFT BOUNCED UPON TOUCHDOWN, THEN NOSED OVER. A POST-ACCIDENT EXAMINATION OF THE POWERPLANT REVEALED THAT A BLOWER BEARING HAD FAILED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) ENG ASSEMBLY,BLOWER/IMPELLER/INTEGRAL SUPERCHARGER - FAILURE,TOTAL
2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

3. (F) WEATHER CONDITION - HIGH WIND

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

- 4. (C) TERRAIN CONDITION - ROUGH/UNEVEN
- 5. (F) WEATHER CONDITION - HIGH WIND

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	34
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	2234 hours (Total, all aircraft), 72 hours (Total, this make and model), 2073 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 72 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN-SCHWEIZER	Registration:	N48564
Model/Series:	G-164A G-164A	Engines:	1 Reciprocating
Operator:	ERHART AERIAL SPRAYING, INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:		Engine Model/Series:	R-1340-AN1
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DDC, 2594 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	25 knots / 30 knots, 10°
Temperature:	13° C	Visibility:	20 Miles
Precipitation and Obscuration:			
Departure Point:	DODGE CITY, KS (DDC)	Destination:	

Airport Information

Airport:	DODGE CITY MUNI (DDC)	Runway Surface Type:	Grass/turf
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): RAMON E VARGAS Adopted Date: 11/29/1988

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.