



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	KAPLAN, LA	<b>Accident Number:</b>	FTW85LA252
<b>Date &amp; Time:</b>	06/01/1985, 1230 CDT	<b>Registration:</b>	N7371
<b>Aircraft:</b>	GRUMMAN G-164A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

THE LEFT BRAKE FAILED DURING THE LANDING ROLL. THE ACFT VEERED TO THE RIGHT OF THE RWY AND GROUND LOOPED. DURING THE GROUNDLOOP, THE LEFT TIRE BLEW AND THE TAIL WHEEL SPRING BOLT ASSEMBLY FAILED. CAUSE OF THE BRAKE FAILURE WAS NOT DETERMINED.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
2. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - UNDETERMINED
3. (F) WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
6. (F) LANDING GEAR,TIRE - FAILURE,TOTAL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/24/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N7371
<b>Model/Series:</b>	G-164A G-164A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	996
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	02/01/1985, Annual	<b>Certified Max Gross Wt.:</b>	6075 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R1340
<b>Registered Owner:</b>	JOSEPH T. CAMPBELL	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	JOSEPH T. CAMPBELL	<b>Operating Certificate(s) Held:</b>	

## 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:	1230	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32° C
Precipitation and Obscuration:			
Departure Point:	ABBEVILLE, LA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D

## Airport Information

Airport:	FORKED ISLAND	Runway Surface Type:	Dirt; Gravel
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	1800 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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):	F. ROTH	Report Date:	
Additional Participating Persons:	R. THOMAS		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).