



National Transportation Safety Board Aviation Accident Final Report

Location:	PROGRESO, TX	Accident Number:	FTW85LA002
Date & Time:	10/01/1984, 1630 CDT	Registration:	N5255
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

SHORTLY AFTER TAKEOFF, PLT HEARD EXPLOSIVE REPORT FROM ENGINE AND EXPERIENCED PARTIAL PWR LOSS. PLT ATTEMPTED TO RETURN FOR LANDING BUT COULD NOT MAINTAIN SUFFICIENT ALTITUDE. LOAD NOT JETTISONED. DURING FORCED LANDING ROLL OUT IN CANE FIELD ACFT NOSED OVER. ENGINE TEARDOWN TO DETERMINE REASON FOR PWR LOSS WAS NOT PERFORMED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Findings

2. (F) LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

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

Findings

3. (F) TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
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:	05/08/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2490 hours (Total, all aircraft), 2490 hours (Total, this make and model), 2417 hours (Pilot In Command, all aircraft), 238 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N5255
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	339
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	02/23/1984, Annual	Certified Max Gross Wt.:	3725 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6621 Hours	Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	R-1340AN1
Registered Owner:	SAM MUSE	Rated Power:	600 hp
Operator:	SAM MUSE	Operating Certificate(s) Held:	

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:	Scattered / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots / 8 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1625 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):	J O JOHNSON	Report Date:	
Additional Participating Persons:	CHARLES R GREINKE; MCALLEN, TX		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).