



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EUDORA, AR	<b>Accident Number:</b>	FTW83LA358
<b>Date &amp; Time:</b>	08/01/1983, 1400 CDT	<b>Registration:</b>	N4903X
<b>Aircraft:</b>	ROCKWELL S2R	<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

WHILE DISPENSING FERTILIZER, OIL SUDDENLY COVERED THE WINDSHIELD & THE ENG BEGAN RUNNING AT REDUCED POWER. THE PLT MADE AN EMERGENCY LANDING IN A WATER COVERED RICE FIELD WHERE THE WHEELS HIT A LEVEE & THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE #1 EXHAUST PUSH ROD HAD BROKEN, ALLOWING THE VALVE TO STAY CLOSED.

## 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 ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

1. (C) ENGINE ASSEMBLY,PUSH ROD - FAILURE,TOTAL  
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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

2. (F) TERRAIN CONDITION - SOFT
3. (F) TERRAIN CONDITION - WET
4. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/13/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7100 hours (Total, all aircraft), 5500 hours (Total, this make and model), 7087 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROCKWELL	<b>Registration:</b>	N4903X
<b>Model/Series:</b>	S2R S2R	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	2093R
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	02/02/1983, Annual	<b>Certified Max Gross Wt.:</b>	6000 lbs
<b>Time Since Last Inspection:</b>	150 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2695 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-1340-AN-1
<b>Registered Owner:</b>	SIMPSON FLYING SERVICE	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	SIMPSON FLYING SERVICE	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ELD, 277 ft msl	Distance from Accident Site:	76 Nautical Miles
Observation Time:	1400 CDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	34° C / 19° C
Precipitation and Obscuration:			
Departure Point:	EUDORA, AR	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	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. H DAUGHERTY	Report Date:	
Additional Participating Persons:			
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:pubinquiry@ntsb.gov">pubinquiry@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](#).