



National Transportation Safety Board Aviation Accident Final Report

Location:	Basile, LA	Accident Number:	FTW02LA194
Date & Time:	07/01/2002, 0750 CDT	Registration:	N8917H
Aircraft:	Grumman-Schweizer G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot had just completed his fourth spray load of the morning and was returning for the next load when the engine began running rough and started to backfire. He checked the magnetos, propeller, and throttle lever, and found everything to be "normal." The engine continued to backfire, and not being able to maintain altitude, the pilot elected to make a forced landing in a rice field. After touchdown, the airplane nosed over and came to rest inverted. An examination by a certified mechanic revealed no anomalies which would have prevented normal engine operation. The reason for the partial loss of engine power was undetermined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of engine power as a result of fuel starvation. A contributing factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

2. TERRAIN CONDITION - WET

3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On July 1, 2002, approximately 0750 central daylight time, a Grumman-Schweizer G-164A agricultural airplane, N8917H, sustained substantial damage during a forced landing following a partial loss of engine power while maneuvering near Basile, Louisiana. The commercial pilot, sole occupant of the airplane, was not injured. The airplane was registered to B & S Flyers Inc. of Gueydan, Louisiana, and operated by Kib Aviation of Basile, Louisiana, under 14 Code of Federal Regulations Part 137. Visual meteorological conditions prevailed for the aerial application flight, and a flight plan was not filed. The airplane departed from a private airstrip near Basile, at 0730.

In a telephone interview with the NTSB investigator-in-charge, the pilot reported that he had just completed his fourth spray load of the morning and was returning for the next load when the engine began running rough and started to backfire. The pilot stated "I checked the mags, propeller, and throttle lever, and found everything to be normal, but the engine continued to backfire." Not being able to maintain altitude, the pilot elected to make a forced landing in a rice field. After touchdown, the airplane nosed over and came to rest inverted. The pilot reported damage to the airplane included the vertical stabilizer, horizontal stabilizer, and rudder were destroyed, both propeller blades were bent, and the empennage was twisted and bent.

During an engine examination by a certified mechanic, no mechanical failures or malfunctions were noted that would have prevented normal engine operation. The reason for the partial loss of engine power was undetermined.

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Single
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--w/ waivers/lim.	Last FAA Medical Exam:	03/13/2002
Occupational Pilot:		Last Flight Review or Equivalent:	12/19/2000
Flight Time:	1230 hours (Total, all aircraft), 882 hours (Total, this make and model), 1207 hours (Pilot In Command, all aircraft), 254 hours (Last 90 days, all aircraft), 68 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman-Schweizer	Registration:	N8917H
Model/Series:	G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1614
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	06/12/2002, Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8875 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	R-985
Registered Owner:	B&S Flyers Inc	Rated Power:	450 hp
Operator:	Kib Aviation	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	KYIG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C / 21° C
Precipitation and Obscuration:			
Departure Point:	Basile, LA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Unknown
Departure Time:	0730 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:	30.548333, -92.477500

Administrative Information

Investigator In Charge (IIC): Thomas M Little **Report Date:** 04/01/2003

Additional Participating Persons: Timothy Wells; Federal Aviation Administration; Baton Rouge, LA

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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).