



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	DODDSVILLE, MS	<b>Accident Number:</b>	ATL82DA188
<b>Date &amp; Time:</b>	07/01/1982, 0730 CDT	<b>Registration:</b>	N7397
<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 PILOT REPORTED THAT AT THE END OF A SWATH RUN, HE NOTICED THE SMELL OF BURNED OIL AND SAW SMOKE WHEN THE ENGINE BEGAN A HARD MISS. HE REPORTED THAT THESE OCCURRED WHEN THE NUMBER FIVE CYLINDER FAILED. HE MADE A FORCED LANDING IN A FLOODED RICE FIELD WHERE THE GEAR FAILED AND THE PLANE FLIPPED OVER.

## 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(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

1. (C) ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL  
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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN  
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Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (F) TERRAIN CONDITION - WET  
3. (F) TERRAIN CONDITION - SOFT  
4. (F) LANDING GEAR,MAIN GEAR - OVERLOAD  
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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<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>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/01/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6565 hours (Total, all aircraft), 1500 hours (Total, this make and model), 6500 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N7397
<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>		<b>Serial Number:</b>	944
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4500 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3500 Hours	<b>Engine Manufacturer:</b>	P & W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-985-AN1
<b>Registered Owner:</b>	MEEKS FLYING SERVICE	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	MEEKS 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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	1 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	/ 0° C
Precipitation and Obscuration:			
Departure Point:	DODDSVILLE, MS	Type of Flight Plan Filed:	None
Destination:	DODDSVILLE, MS	Type of Clearance:	None
Departure Time:	0720	Type of Airspace:	

## 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):	Report Date:	07/01/1983
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](#).