



National Transportation Safety Board Aviation Accident Data Summary

Location:	Chatsworth, NJ	Accident Number:	IAD04LA027
Date & Time:	07/02/2004, 1330 EDT	Registration:	N915X
Aircraft:	Grumman G-164A	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

Shortly after takeoff, and about 100 feet above the ground, the airplane's engine began to lose power. The pilot began to dump the load of fertilizer the airplane was carrying and then performed a forced landing into a cranberry bog. After touchdown, the airplane nosed over. An inspection of the engine revealed that the impeller shaft of the blower section of the engine was bent, and its surface was discolored from heat and exhibited signs of rotational scoring. A 1/16-inch oil passage that lubricated the impeller shaft bearings was found blocked.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A blocked internal oil passage, which resulted in inadequate lubrication of the blower impeller shaft, and the subsequent partial loss of engine power.

Findings

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

Findings

1. (C) LUBRICATING SYSTEM,OIL PORT/PASSAGE,INTERNAL - BLOCKED(PARTIAL)
2. ENG ASSEMBLY,BLOWER/IMPELLER/INTEGRAL SUPERCHARGER - FAILURE

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

Occurrence #3: NOSE OVER
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

3. TERRAIN CONDITION - MUSKEG

Pilot Information

Certificate:	Commercial	Age:	73
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	11035 hours (Total, all aircraft), 8500 hours (Total, this make and model), 103 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N915X
Model/Series:	G-164A	Engines:	1 Reciprocating
Operator:	DOWNSTOWN AIRPORT INC	Engine Manufacturer:	Pratt & Whitney
Operating Certificate(s) Held:		Engine Model/Series:	R-1340 AN-1
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ACY, 75 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	11 knots / , 140°
Temperature:	28°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Chatsworth, NJ (NONE)	Destination:	

Airport Information

Airport:	Haines Airstrip (NONE)	Runway Surface Type:	Gravel
Runway Used:	14	Runway Surface Condition:	Unknown
Runway Length/Width:	1850 ft / 200 ft		

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
Latitude, Longitude:	39.749167, -74.559167		

Administrative Information

Investigator In Charge (IIC): Paul R Cox

Adopted Date: 10/28/2004

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/>.

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.