



## National Transportation Safety Board Aviation Accident Factual Report

---

<b>Location:</b>	Fenton, LA	<b>Accident Number:</b>	DFW05LA116
<b>Date &amp; Time:</b>	05/01/2005, 0730 CDT	<b>Registration:</b>	N63E
<b>Aircraft:</b>	Grumman-Schweizer G-164B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

---

On May 1, 2005, approximately 0730 central daylight time, a tail-wheel equipped Grumman-Schweizer G-164B agricultural turbine powered single-engine airplane, N63E, was substantially damaged during a forced landing following a reported loss of engine power during an aerial application flight near Fenton, Louisiana. The airplane was registered to and operated by Kinder Ag Service, Inc., of Natchitoches, Louisiana. The commercial pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 137 aerial application flight. The local flight originated from a private airstrip near Kinder, Louisiana, at an unknown time.

In a written statement to the NTSB investigator-in-charge, the 2,800-hour pilot reported that he had just finished a turn to reverse direction and was in the process of positioning the airplane for the next pass when "the engine lost power." The pilot added that he attempted to land on an adjacent field road; however, the airplane landed short of the road, struck a drainage canal, bounced, and came to rest in an upright position in a rice field. There was no fire.

The pilot added that as the airplane came to a stop, the engine was still running. After shutting the engine down, the pilot evacuated the airplane.

Examination of the airplane by an Federal Aviation Administration (FAA) inspector, who responded to the accident site, revealed that the left and right main landing gear were folded outboard, and the main support beam for the landing gear was cracked. Fuel was observed in the left wing fuel tank.

Examination of the Walter M601 turbine engine by a representative from Walter America Inc., of West Helena, Arkansas, revealed that the firewall fuel filter was blocked by an unknown foreign contaminant. Remaining fuel drained from the fuel control unit and the engine fuel pump was found to be consistent with diesel fuel.

A completed Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) was not received

from the pilot or the operator.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	24, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	03/01/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2800 hours (Total, all aircraft), 1 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Grumman-Schweizer	<b>Registration:</b>	N63E
<b>Model/Series:</b>	G-164B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	305B
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	6200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Walter
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	M601E-11
<b>Registered Owner:</b>	Kinder Ag Service	<b>Rated Power:</b>	777 hp
<b>Operator:</b>	Kinder Ag 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:	LCH	Distance from Accident Site:	
Observation Time:	0753 CDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	13° C / 8° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kinder, LA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	CDT	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:	30.285556, -92.941111

## Administrative Information

Investigator In Charge (IIC):	Frank McGill
Additional Participating Persons:	Mary Donahue; Federal Aviation Administration; Baton Rouge, LA
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:pubinq@ntsb.gov">pubinq@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> .