



National Transportation Safety Board Aviation Accident Final Report

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

Analysis

The 2,800-hour pilot was performing an aerial application on a rice field when the airplane's turbine engine lost power. The airplane landed short of a road, struck a drainage canal, bounced and came to rest in a rice field. Examination of the engine revealed that the firewall fuel filter was blocked by an unknown foreign contaminant.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to fuel starvation as a result of blockage of the firewall fuel filter with an unknown contaminant. 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) FUEL SYSTEM, FILTER - BLOCKED(PARTIAL)
2. (C) FLUID, FUEL - STARVATION/EXHAUSTION

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

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - DITCH

Factual Information

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

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
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 Without Waivers/Limitations	Last FAA Medical Exam:	03/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2800 hours (Total, all aircraft), 1 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman-Schweizer	Registration:	N63E
Model/Series:	G-164B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	305B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	Walter
ELT:	Not installed	Engine Model/Series:	M601E-11
Registered Owner:	Kinder Ag Service	Rated Power:	777 hp
Operator:	Kinder Ag Service	Operating Certificate(s) Held:	

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	Report Date:	10/27/2005
Additional Participating Persons:	Mary Donahue; 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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).