



# Aviation Investigation Final Report

<b>Location:</b>	Light, Arkansas	<b>Accident Number:</b>	CEN23LA212
<b>Date &amp; Time:</b>	May 29, 2023, 11:30 Local	<b>Registration:</b>	N6678Q
<b>Aircraft:</b>	GRUMMAN ACFT ENG COR-SCHWEIZER G-164B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The pilot reported that on departure, the airplane settled to the ground and struck a levee. The airplane came to rest upside down in a field about 100 feet from the point of impact. The airplane sustained substantial damage to the wings, fuselage, horizontal stabilizer, and vertical stabilizer. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. The accident occurred shortly after takeoff from a private turf/dirt strip used only for agricultural operations. The pilot reported that the airplane was about 320 pounds below its maximum gross weight of 6,070 lbs., that the density altitude at the time of the accident was about 2,000 feet msl, and that he turned "a little premature" after taking off with a full load of fertilizer.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot exceeding the climb capability of the airplane during takeoff which led to it settling into the ground.

## Findings

<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Environmental issues</b>	(general) - Contributed to outcome

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Low altitude operation/event
<b>Maneuvering</b>	Controlled flight into terr/obj (CFIT) (Defining event)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	69,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Single
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 31, 2022
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	September 1, 2021
<b>Flight Time:</b>	(Estimated) 10000 hours (Total, all aircraft), 10000 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN ACFT ENG COR-SCHWEIZER	<b>Registration:</b>	N6678Q
<b>Model/Series:</b>	G-164B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1977	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	199B
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	August 22, 2022 Annual	<b>Certified Max Gross Wt.:</b>	6070 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-985 SERIES
<b>Registered Owner:</b>	HDS INC	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	HDS INC	<b>Operating Certificate(s) Held:</b>	Agricultural aircraft (137)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KARG,273 ft msl	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	10:56 Local	<b>Direction from Accident Site:</b>	297°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Light, AR	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Light, AR	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	36.041098,-90.723104(est)

## Administrative Information

Investigator In Charge (IIC):	Rutt, Brian
Additional Participating Persons:	Paul Gauthier; FAA Little Rock FSDO; Little Rock, AR
Original Publish Date:	July 27, 2023
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.ntsb.gov/Docket?ProjectID=192278">https://data.ntsb.gov/Docket?ProjectID=192278</a>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).