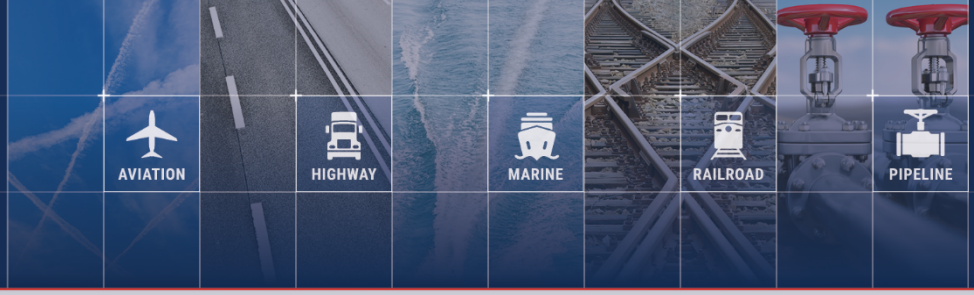

Aviation Investigation Factual Report

Location:	FRANKLINTON, Louisiana	**Accident Number:**	FTW99LA113
Date & Time:	April 9, 1999, 09:00 Local	**Registration:**	N6673Q
Aircraft:	Grumman-Schweizer G-164B	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 137: Agricultural		

Factual Information

On April 9, 1999, at 0900 central daylight time, a Grumman-Schweizer G-164B agricultural airplane, N6673Q, was destroyed following impact with trees and terrain during the takeoff/initial climb near Franklinton, Louisiana. The airplane was registered to and operated by Paynes Flying Service, Inc., of Brandon, Mississippi, under Code of Federal Regulations (CFR) Part 137. The commercial pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed for the local aerial application flight for which a flight plan was not filed. The flight was originating from runway 17 at the Franklinton Municipal Airport at the time of the accident.

The operator and the pilot reported that the airplane was loaded with 3,500 pounds of fertilizer and the fuel tanks topped for the first flight of the day. Low clouds at 2,000 feet had started to break up, the winds were light and variable, with a temperature of approximately 73 degrees Fahrenheit. The pilot taxied the airplane for departure to the south. The pilot stated that "the aircraft lifted off about 2/3 of the way down the runway [3,000 feet long], and did not accelerate." The pilot further stated that the "engine sound did not change."

The pilot started dumping the load of fertilizer, leveled the airplane, and turned into the wind for the forced landing. He stated that the airplane "did not have enough airspeed to stay up [and] then went down into the trees" 1/4 mile south of the airport.

The FAA inspector and the operator examined the aircraft and found structural damage throughout the airframe.

The fuel control unit and the fuel pump were removed from the Garrett TPE-331-6-252M turbine engine and forwarded to the respective manufacturers for examination under the surveillance of a FAA inspector. Functional testing of the fuel pump showed the low rpm, low-pressure flow was zero. The pump ran on the test bench "without any unusual noises or fluctuations." According to the manufacturer, "the fuel pump was capable of putting out sufficient pressure and flow at normal operating rpm to properly provide fuel to the fuel control unit to operate" the engine. The manufacturer further stated that the no flow at low rpm "was probably due to the broken carbon bearing which is typical of a prop[eller] strike." See the enclosed report for additional details. The FAA inspector concurred that the "pump had no fuel discharge at the minimum RPM."

Damaged precluded a functional test of the fuel control unit; therefore, the unit was disassembled. Examination of the fuel control diaphragm revealed two holes. According to the manufacturer, the teardown examination revealed "that the damage to the fuel control is the result of impact damage. See the enclosed report for additional details. The FAA coordinator stated that "a tear in the diaphragm could cause a loss of power."

A review of the maintenance records revealed that the last annual inspection was performed on October 20, 1998. The engine was removed in June 1998 due to metal in the chip detector and oil filter. Following an oil and filter change, the engine was run in a test cell and then reinstalled on the airframe. The firewall fuel filters and fuel pump inlet filter were replaced on April 3, 1999. The overhauled flow divider, installed in February 1999, was also replaced on April 3, 1999. An oil sample was taken for analysis; however, data of the analysis was never made available to the NTSB investigator-in-charge. In March 1999, the fuel control was replaced with unit serial number 1294294 with 3,719.9 hours.

Pilot Information

Certificate:	Commercial	**Age:**	42,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Center
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	March 24, 1999
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	10000 hours (Total, all aircraft), 60 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman-Schweizer	**Registration:**	N6673Q
Model/Series:	G-164B G-164B	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Restricted (Special)	**Serial Number:**	195B
Landing Gear Type:	Tailwheel	**Seats:**	
Date/Type of Last Inspection:	October 20, 1998 Annual	**Certified Max Gross Wt.:**	
Time Since Last Inspection:	865 Hrs	**Engines:**	1 Turbo prop
Airframe Total Time:	7524 Hrs	**Engine Manufacturer:**	Garrett
ELT:		**Engine Model/Series:**	TPE-331-6252M
Registered Owner:	PAYNES FLYING SERVICE, INC.	**Rated Power:**	715 Horsepower
Operator:		**Operating Certificate(s) Held:**	
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Unknown	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(2R7)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	
Departure Time:	09:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	FRANKLINTON MUNICIPAL 2R7	**Runway Surface Type:**	Asphalt
Airport Elevation:	175 ft msl	**Runway Surface Condition:**	
Runway Used:	17	**IFR Approach:**	
Runway Length/Width:	3000 ft / 75 ft	**VFR Approach/Landing:**	

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Destroyed
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	30.83971,-90.140571(est)

Administrative Information

Investigator In Charge (IIC):	Roach, Joyce
Additional Participating Persons:	JIM COPPITT; BATON ROUGE , LA
Report Date:	September 13, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46051