



Aviation Investigation Final Report

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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Commercial	Age:	69,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 31, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 1, 2021
Flight Time:	(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

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

Meteorological Information and Flight Plan

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	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:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192278

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).