



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	North English, Iowa	Accident Number:	CEN11CA497
Date & Time:	July 21, 2011, 17:30 Local	Registration:	N5439
Aircraft:	Grumman Schweizer G-164A	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot stated that he was attempting a landing into the sun with agricultural chemical on the windshield. He said that a sudden air burst pushed the airplane down, which resulted in a hard landing. The airplane then bounced and impacted the runway causing substantial damage to the fuselage. Weather reports for the area did not indicate the presence of weather that would have resulted in an air burst.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare which resulted in a hard landing.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Visual function - Pilot
Environmental issues	Glare - Effect on operation

Factual Information

History of Flight

Landing	Hard landing (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	68,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 11, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 20, 2011
Flight Time:	30000 hours (Total, all aircraft), 2508 hours (Total, this make and model), 29750 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman Schweizer	Registration:	N5439
Model/Series:	G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1158
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	July 16, 2011 Continuous airworthiness	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	8554.2 Hrs	Engine Manufacturer:	Garret AiResearch
ELT:	Not installed	Engine Model/Series:	TPE-331
Registered Owner:	Kirk Aviation Inc	Rated Power:	665 Horsepower
Operator:	Kirk Aviation Inc	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	LUXG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AWG,754 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	17:15 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	36°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	North English, IA (7IA1)	Type of Flight Plan Filed:	None
Destination:	North English, IA	Type of Clearance:	None
Departure Time:	16:20 Local	Type of Airspace:	

Airport Information

Airport:	White Pigeon Airport 7IA1	Runway Surface Type:	Grass/turf
Airport Elevation:	875 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	Unknown
Runway Length/Width:	2400 ft / 70 ft	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.493331,-92.148056(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Joe Quiring; Federal Aviation Administration; Des Moines, IA
Original Publish Date:	October 20, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=81192

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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](#).