



National Transportation Safety Board Aviation Accident Final Report

Location:	LINDON, CO	Accident Number:	FTW94LA142
Date & Time:	05/01/1994, 0730 MDT	Registration:	N8559H
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING TAKEOFF ROLL FROM A SOFT GRASS STRIP ON AN AERIAL APPLICATION FLIGHT, THE AIRCRAFT STRUCK A FENCE AND TREES SHORTLY AFTER BECOMING AIRBORNE. THE AIRCRAFT CAME TO REST ON ITS NOSE OFF THE END OF THE PRIVATE AIRSTRIP. THE PILOT WAS NOT INJURED AND NO CHEMICALS WERE SPILLED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INACCURATE PREFLIGHT PLANNING AND PREPARATION FOR THE FLIGHT. A FACTOR WAS SOFT TERRAIN ON THE LANDING STRIP.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
2. (C) PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
3. OBJECT - FENCE
4. OBJECT - TREE(S)

Occurrence #2: NOSE OVER
Phase of Operation: OTHER

Factual Information

On May 1, 1994, between 0600 and 0900 mountain daylight time, a Grumman G-164A, N8559H, sustained substantial damage during takeoff from a private airstrip near Lindon, Colorado. The pilot was not injured. Visual meteorological conditions prevailed for this local area aerial application flight, and no flight plan was filed.

The accident site was on a farm near the unincorporated community of Last Chance, Colorado. According to the pilot, he had operated from this facility in the past and normally departed to the south. On this flight, he said that due to the wind, he elected to depart to the north. The field was soft due to recent rains and the takeoff roll was longer than anticipated. As the aircraft became airborne, according to the pilot, it struck a fence and some trees and came to rest vertical on the nose. The pilot said he was not injured and the hopper remained intact.

Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/01/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 11500 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N8559H
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1409
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	01/22/1994, Annual	Certified Max Gross Wt.:	6075 lbs
Time Since Last Inspection:	79 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-985-SE
Registered Owner:	WEST, FRANK DON & HELEN	Rated Power:	450 hp
Operator:	WEST, FRANK DON & HELEN	Operating Certificate(s) Held:	
Operator Does Business As:	WEST AERIAL APPLICATIONS	Operator Designator Code:	JMBG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AKO, 4694 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	0700 MDT	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	25 Miles
Lowest Ceiling:	Broken / 18000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C / 2°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	5000 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

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:	

Administrative Information

Investigator In Charge (IIC):	NORMAN F WIEMEYER,	Report Date:	12/07/1994
Additional Participating Persons:	BOB BUNDERSON; DENVER, CO		
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/ .		

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