



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	TULARE, CA	<b>Accident Number:</b>	LAX92LA274
<b>Date &amp; Time:</b>	07/01/1992, 1010 PDT	<b>Registration:</b>	N8636H
<b>Aircraft:</b>	GRUMMAN G-164A	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

WITNESSES SAW THE ACFT APCH THE ACDNT SITE AT LOW ALT TRAILING A HVY VOLUME OF SPRAY OR SMOKE. THE ACFT SUDDENLY ALTERED COURSE, AND THE PLT SEEMED TO BE TURNING TO LND ON A ROAD. SOME WITNESSES SAID THEY SAW FLAMES COMING FM THE ENG COMPARTMENT AREA; OTRS SAID THE ENG 'BURST INTO FLAMES' WHILE THE ACFT WAS AIRBORNE. AS THE ACFT TURNED TWD THE ROAD, IT COLLIDED WITH PWR LINES & CRASHED. A POST-CRASH FIRE CONSUMED THE ACFT. AN EXAM OF THE ENG, WHICH SEPD FM THE FUSELAGE DRG IMPACT, REVEALED NO EVIDENCE OF A FIRE. ALL HOSES WERE NOTED TO BE INTACT. THE WOODEN HOPPER DOOR HAD SEPD FM THE FUSELAGE & IT WAS FND ALONG THE FLT PATH. IT WAS FND HEAVILY CHARRED ON THE INTERIOR SIDE WITH NO EVIDENCE OF FIRE ON THE EXTERIOR SIDE. RECORDS SHOWED THE ACFT HAD BEEN LOADED WITH POTASSIUM PERMANGANATE AFTER SULFUR HAD BEEN HAULED ON A PREVIOUS FLT. CHEMICAL MANUFACTURER RPRTD THAT POTASSIUM PERMANGANATE WAS AN OXIDIZER, WHICH WAS REACTIVE WITH EVEN SMALL AMOUNTS OF SULFUR.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INFLIGHT HOPPER COMPARTMENT FIRE DUE TO THE INCOMPATIBILITY OF THE CHEMICAL LOADS, AND, THE FAILURE OF THE OPERATOR FOLLOW THE CAUTIONARY DIRECTIVES OF THE CHEMICAL MANUFACTURER.

## Findings

Occurrence #1: FIRE  
Phase of Operation: CRUISE

### Findings

1. (C) MISCELLANEOUS
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY/OPERATOR MANAGEMENT

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - WIRE, TRANSMISSION

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	7796 hours (Total, all aircraft), 7249 hours (Total, this make and model), 7600 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 180 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N8636H
<b>Model/Series:</b>	G-164A G-164A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SAN JOAQUIN HELICOPTERS	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	R-985-AN1
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 330°
<b>Temperature:</b>	21° C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	DELANO, CA (DLO)	<b>Destination:</b>	(DLO)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	In-Flight and On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): Jeff Rich

Adopted Date: 03/09/1993

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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.