



National Transportation Safety Board Aviation Accident Final Report

Location:	MONAVILLE, TX	Accident Number:	FTW99LA157
Date & Time:	06/02/1999, 1315 CDT	Registration:	N73PB
Aircraft:	Grumman G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that while landing at a privately owned airstrip, the runway 'appeared to be in good shape and dry.' However, when the agricultural airplane's main landing gear touched down, 'the wheels sunk into the soft ground,' and the airplane nosed over onto its back. The pilot reported that the landing area was 'dry in the middle and soft on the sides.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to touch down on the dry area of the landing strip. A factor was the soft terrain condition on the sides of the grass strip.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - GRASS

Factual Information

On June 2, 1999, at 1315 central daylight time, a Grumman G-164A agricultural airplane, N73PB, owned and operated by Double L Flying Service, of Wallis, Texas, was substantially damaged during landing near Monaville, Texas. The commercial pilot, sole occupant of the aircraft, was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 137 local aerial application flight.

The pilot reported in the Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1/2, that while landing at a privately owned airstrip, the runway "appeared to be in good shape and dry." However, when the airplane's main landing gear touched down, "the wheels sunk into the soft ground," and the airplane nosed over onto its back. The pilot reported that the landing area was "dry in the middle and soft on the sides."

Examination of the aircraft by the FAA inspector revealed that an upper wing spar, the engine mounts, and the vertical stabilizer were damaged.

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/29/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11500 hours (Total, all aircraft), 4000 hours (Total, this make and model), 11500 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N73PB
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1118
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	02/18/1999, Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	66 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5689 Hours	Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	R-1340-AN1
Registered Owner:	LOWELL R. HICKS	Rated Power:	600 hp
Operator:	LOWELL R. HICKS	Operating Certificate(s) Held:	
Operator Does Business As:	DOUBLE L FLYING SERVICE	Operator Designator Code:	LXFG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 500 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	PETERSON (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	
Runway Length/Width:	3000 ft / 60 ft	VFR Approach/Landing:	Full Stop

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):	DOUGLAS D WIGINGTON	Report Date:	11/30/2000
Additional Participating Persons:	THOMAS J LATSON; HOUSTON, TX		
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.ntsbt.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).