



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	DEMING, NM	<b>Accident Number:</b>	DEN90DQA02
<b>Date &amp; Time:</b>	08/01/1990, 1030 MDT	<b>Registration:</b>	N668U
<b>Aircraft:</b>	GRUMMAN G-164A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

DURING LANDING ROLL AT A PRIVATE AIR STRIP USED BY THE AGRICULTURAL APPLICATOR THE AIRCRAFT MAIN LANDING GEAR HIT A SOFT SPOT IN THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. THERE WAS NO SPILLAGE OF HAZARDOUS MATERIAL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN CONTROL DURING LANDING ROLL DUE TO THE CONDITION OF THE RUNWAY. CONTRIBUTING TO THE ACCIDENT WAS THE POOR MAINTENANCE OF THE RUNWAY SURFACE.

## Findings

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Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. TERRAIN CONDITION - RUNWAY
2. (F) RUNWAY MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MANAGEMENT
3. TERRAIN CONDITION - SOFT
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/15/1990
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	3214 hours (Total, all aircraft), 2764 hours (Total, this make and model), 3184 hours (Pilot In Command, all aircraft), 540 hours (Last 90 days, all aircraft), 180 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N668U
<b>Model/Series:</b>	G-164A G-164A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	408
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	03/01/1990, Annual	<b>Certified Max Gross Wt.:</b>	4500 lbs
<b>Time Since Last Inspection:</b>	110 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5255 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-985-AN-1
<b>Registered Owner:</b>	BY AG AIR SERVICE	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	BY AG AIR SERVICE	<b>Operating Certificate(s) Held:</b>	

## 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:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° 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:	Dirt
Airport Elevation:	4320 ft	Runway Surface Condition:	Dry; Ice
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	5280 ft / 60 ft	VFR Approach/Landing:	Full Stop; Straight-in

## 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):	WALTER P TIDMORE	Report Date:	10/02/1992
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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