



National Transportation Safety Board Aviation Accident Final Report

| | | | |
|--------------------------------|------------------------|-------------------------|-------------|
| Location: | GRIDLEY, CA | Accident Number: | LAX88DVG08 |
| Date & Time: | 07/01/1988, 1135 PDT | Registration: | N7933 |
| Aircraft: | GRUMMAN G-164A | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

DURING THE LANDING ROLL, THE LEFT WING CAUGHT ON HIGH WEEDS. THE PILOT LOST CONTROL OF THE AIRPLANE, VEERED OFF THE LANDING STRIP, AND COLLIDED WITH A DITCH PARALLELING THE RUNWAY. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT. THE PILOT REPORTED THAT DUE TO THE RUNWAY HAVING NUMEROUS POT HOLES, LANDINGS WERE CONDUCTED ON THE EASTERN EDGE OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - HIGH VEGETATION
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|----------------------------|
| Certificate: | Commercial | Age: | 43, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Expired | Last FAA Medical Exam: | 04/01/1987 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 2935 hours (Total, all aircraft), 2137 hours (Total, this make and model), 401 hours (Last 90 days, all aircraft), 245 hours (Last 30 days, all aircraft), 13 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|-----------------------------|---------------------------------------|-----------------|
| Aircraft Make: | GRUMMAN | Registration: | N7933 |
| Model/Series: | G-164A G-164A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Restricted | Serial Number: | 818 |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | 06/21/1988, 100 Hour | Certified Max Gross Wt.: | 3550 lbs |
| Time Since Last Inspection: | 76 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | P&W |
| ELT: | Not installed | Engine Model/Series: | R-1340-AN1 |
| Registered Owner: | BOWLES FLYING SERVICE, INC. | Rated Power: | 600 hp |
| Operator: | BOWLES FLYING SERVICE, INC. | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | NIKG |

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 | 30 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | Calm / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 31 °C |
| Precipitation and Obscuration: | | | |
| Departure Point: | LIVE OAK, CA | Type of Flight Plan Filed: | None |
| Destination: | GRIDLEY, CA | Type of Clearance: | None |
| Departure Time: | 0000 | Type of Airspace: | Class G |

Airport Information

| | | | |
|----------------------|-----------------|---------------------------|--------------------------|
| Airport: | TERHEL FARMS | Runway Surface Type: | Gravel |
| Airport Elevation: | 45 ft | Runway Surface Condition: | Rough |
| Runway Used: | 18 | IFR Approach: | None |
| Runway Length/Width: | 4000 ft / 50 ft | VFR Approach/Landing: | Valley/Terrain Following |

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): | GERALD C GRISWOLD | Report Date: | 12/29/1989 |
| 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.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](#).