



National Transportation Safety Board Aviation Accident Final Report

Location:	RIVERDALE, CA	Accident Number:	LAX89DVA06
Date & Time:	03/01/1989, 1251 PST	Registration:	N8547H
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING AN AERIAL APPLICATION FLIGHT, THE PILOT HAD JUST COMPLETED A SWATH RUN OVER A FIELD, WHEN THE AIRPLANE COLLIDED WITH POWER LINES. HE SAID THAT AFTER MAKING THE SWATH RUN, HE LOOKED BACK OVER HIS SHOULDER TO OBSERVE THE FLAGGERS. WHEN HE LOOKED FORWARD AGAIN, THE AIRPLANE WAS ABOUT TO STRIKE THE WIRES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE VISUAL LOOKOUT BY THE PILOT, WHEN HE DIVERTED HIS ATTENTION. THE POWER LINE WAS A RELATED FACTOR.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	59, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/29/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	23200 hours (Total, all aircraft), 7000 hours (Total, this make and model), 23098 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N8547H
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1401
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	02/07/1989, Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3871 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-985-14B
Registered Owner:	D.R. HUGHES D/B/A H. AG AIR	Rated Power:	450 hp
Operator:	D.R. HUGHES D/B/A H. AG AIR	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	PWUG

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	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 PST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DON MAHAFFY	Report Date:	03/25/1991
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 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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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](#).