



National Transportation Safety Board Aviation Accident Final Report

Location:	HARRISBURG, AR	Accident Number:	MKC89LA068
Date & Time:	03/01/1989, 0840 CST	Registration:	N3627D
Aircraft:	GRUMMAN G-164B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT SAID THAT HE WAS RETURNING TO A PRIVATE LDG STRIP AFTER COMPLETING AN AERIAL APPLICATION OPERATION. DURING THE LANDING ROLL, THE LEFT BRAKE LINE FAILED CAUSING THE ACFT TO VEER OFF THE RUNWAY AND OVERTURN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE HYDRAULIC LINE WHICH RENDERED THE BRAKE SYSTEM INOPERATIVE.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE
2. (C) HYDRAULIC SYSTEM,LINE - FAILURE,TOTAL
3. (F) BRAKES(NORMAL) - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - OPEN FIELD

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):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/03/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	18124 hours (Total, all aircraft), 8604 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N3627D
Model/Series:	G-164B G-164B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	728-B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	10/26/1988, Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2023 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN1
Registered Owner:	B&BAGRI FLIGHT, INC.	Rated Power:	600 hp
Operator:	B&BAGRI FLIGHT, INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JBR, 262 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0850 CST	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C / -1°C
Precipitation and Obscuration:			
Departure Point:	HARRISBURG, AR	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0800 CST	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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):	JOHN R HRUBAN	Report Date:	09/28/1990
Additional Participating Persons:	JEFF LASHBROOK		
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/ .		

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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](#).