



National Transportation Safety Board Aviation Accident Final Report

Location:	WILLIAMS, CA	Accident Number:	LAX88DVG02
Date & Time:	12/02/1987, 1445 PST	Registration:	N673U
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

SHORTLY AFTER TAKEOFF, THE ENGINE EXPERIENCED A LOSS OF ENGINE POWER. THE PILOT MADE A FORCED LANDING AND COLLIDED WITH A FENCE ON HILLY TERRAIN DURING THE LANDING ROLL. THE ENGINE WAS INSPECTED WITH NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS. WX CONDITIONS WERE CONDUCIVE TO MODERATE CARBURETOR ICING AT CRUISE POWER OR SERIOUS ICING AT GLIDE POWER. PLT WAS AT CRUISE POWER (2000 RPM) AT TIME OF PWR LOSS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

3. TERRAIN CONDITION - RISING
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
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--w/ waivers/lim.	Last FAA Medical Exam:	02/18/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	13250 hours (Total, all aircraft), 3500 hours (Total, this make and model), 4700 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N673U
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	412
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	11/18/1987, 100 Hour	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8279 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN-1
Registered Owner:	CHARTER AVIATION, INC.	Rated Power:	550 hp
Operator:	CHARTER AVIATION, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	WP-1

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MYV, 62 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	2152 PST	Direction from Accident Site:	80°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16 °C / 11 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

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):	DELVINY PATNO	Report Date:	06/16/1989
Additional Participating Persons:	DIXIE J NORTON		
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](#).