



National Transportation Safety Board Aviation Accident Final Report

Location:	POSTON, AZ	Accident Number:	LAX91LA337
Date & Time:	08/01/1991, 1940 MST	Registration:	N8812W
Aircraft:	Eagle Aircraft Co. DW1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT COMPLETED HIS SWATH RUN AND MISJUDGED THE DISTANCE OF THE TRANSMISSION WIRES. IN ORDER TO AVOID HITTING THE WIRES THE PILOT EXECUTED A RAPID PULL-UP DURING THE 90/270 DEGREE REVERSAL TURN. THE PILOT FAILED TO MAINTAIN ADEQUATE FLYING SPEED AND THE AIRPLANE SETTLED TO THE GROUND, CARTWHEELED, AND SUBSEQUENTLY BURNED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THAT THE PILOT MISJUDGED THE DISTANCE FROM THE WIRES WHICH REQUIRED A RAPID PULL-UP MANEUVER AND HIS FAILURE TO MAINTAIN ADEQUATE FLYING SPEED. CONTRIBUTING TO THIS ACCIDENT WERE THE TRANSMISSION WIRES.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
 2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. (C) PULL-UP - EXCESSIVE - PILOT IN COMMAND
 4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. (C) STALL - INADVERTENT - PILOT IN COMMAND
-

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/25/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	860 hours (Total, all aircraft), 150 hours (Total, this make and model), 773 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Eagle Aircraft Co.	Registration:	N8812W
Model/Series:	DW1 DW1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	DW-1-0077-82
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-540-MIB5D
Registered Owner:	R. GARY MORRIS	Rated Power:	300 hp
Operator:	MICHAEL MORRIS	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Dusk
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	10 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:	41 ° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1930 MST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	abdon D Llorente	Report Date:	03/24/1993
Additional Participating Persons:	DEAN A HENNIES; SCOTTSDALE, AZ		
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/ .		

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](#).