



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PALOUSE, WA	<b>Accident Number:</b>	SEA90LA090
<b>Date &amp; Time:</b>	06/01/1990, 0930 PDT	<b>Registration:</b>	N5895D
<b>Aircraft:</b>	PIPER PA18	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

DURING A FERRY FLIGHT FOR MAINTENANCE, THE PILOT CIRCLED THE PRIVATE AIRSTRIP FOR WIND DIRECTION. THE PILOT BEGAN THE DESCENT FOR LANDING AND NOTED A ROW OF POWER LINES. THE AIRPLANE CLEARED THAT ROW OF LINES, HOWEVER, THERE WAS A SECOND ROW THAT THE PILOT HAD NOT OBSERVED. THE AIRPLANE COLLIDED WITH THE SECOND ROW. THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY AND DURING THE LANDING ROLL NOSED OVER. THE LEFT WING IGNITED AND BURNED THE LEFT SIDE ONLY.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS POORLY PLANNED APPROACH FOR LANDING.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (F) OBJECT - WIRE, TRANSMISSION
  2. (F) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  3. (F) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  4. (C) PLANNED APPROACH - POOR - PILOT IN COMMAND
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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	67
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3000 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5895D
<b>Model/Series:</b>	PA18 PA18	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MERVYN, WILLIAM J.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 1500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 220°
<b>Temperature:</b>	13° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PULLMAN, WA (PUW)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	DEBRA J ECKROTE	<b>Adopted Date:</b>	02/12/1993
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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