



National Transportation Safety Board Aviation Accident Final Report

Location:	SPRAGUE, WA	Accident Number:	SEA82DA080
Date & Time:	06/01/1982, 0800 PDT	Registration:	N88012
Aircraft:	EAGLE DW-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT HAD CHECKED OUT IN THIS MAKE AND MODEL OF AIRCRAFT ON THE PRECEEDING DAY. ON THE DAY OF THE ACCIDENT, HE WAS SPRAYING FERTIZER IN A CROSSWIND CONDITION. HE STATED THAT HE WAS ON A DOWNHILL SWATH RUN IN GUSTY CONDITIONS WHEN HE DEPLOYED THE CONTROLS SUFFICIENTLY TO BRING THE SPOILERS INTO PLAY, THUS OVERCONTROLLING AND ALLOWING THE AIRCRAFT TO CONTACT THE GROUND.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/11/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 3 hours (Total, this make and model), 13500 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 200 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	EAGLE	Registration:	N88012
Model/Series:	DW-1 DW-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	0013-80
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	346 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-540-M1B5D
Registered Owner:	MILLER LAND AND LIVESTOCK	Rated Power:	300 hp
Operator:	MILLER LAND AND LIVESTOCK	Operating Certificate(s) Held:	

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:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	62° C / 0° C
Precipitation and Obscuration:			
Departure Point:	SPRAGUE, WA	Type of Flight Plan Filed:	None
Destination:	SPRAGUE, WA	Type of Clearance:	None
Departure Time:	0645	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
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):	Report Date:	06/01/1983
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/ .	

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](#).