

Elliott Simpson
Senior Aviation Accident Investigator
Aviation Safety

Date: December 13, 2023

Subject: WPR24FA053

Contact: Charles Brown

Mr Brown was getting the mail from his mailbox outside his house which is in the vicinity of Tonto Road and San Carlos Avenue, Eloy, AZ. He heard an airplane approaching from behind out of the north. He is familiar with aircraft and their sound because he lives so close to the airport, and his daughter is also training to be a pilot.

He looked up and then heard the engine "sputter" followed by silence, as it flew overhead. Some white pieces then came out of the airplane, which he assumed were light, because they floated slowly in the air. He was not concerned with the lack of engine noise, because he assumed they were practicing engine-out procedures into the local field across from his house, or back to the airport. He is familiar with this procedure because of his daughter. The airplane continued to maintain level flight for between 5-7 seconds, and he then looked away.

He then looked towards the field and could see the airplane was now descending rapidly toward the ground in a vertical nose-down attitude. It then struck the ground and a fire ensued.

The airplane was not trailing smoke or vapors at any time prior to impact.



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Date: December 8, 2023

Subject: WPR24FA053

Contact: Glenn Brasch

Mr Brasch is a pilot, and both the home and hangar neighbor of the accident pilot. They are based at Ryan Field, in Tucson, AZ.

Mr Brasch owns an RV 9 and flew up from Ryan Field with the pilot, as a flight of two on the morning of the accident for lunch at the restaurant at Eloy Municipal Airport. The inbound flight was uneventful, and the accident pilot reported no issues with his airplane.

For the return flight, the accident pilot departed first to allow him to gain a head start because his airplane was much slower. Mr Brasch did not observe the accident but did see smoke to the south before he got in his airplane. He was told by someone from the parachute jumping school that there had been an airplane accident.

Regarding the accident pilot, he was aware that he had recently replaced the propeller. He initially ordered a three-blade propeller from a company in the Ukraine, When it arrived, he was unable to get the engine to operate to full power (2,700 RPM) so decided to a two-blade propeller configuration using a two blade hub and the original blades. The accident pilot told him he was happy with the propeller but surprised at how low its life limit was.

The accident pilot was an A&P mechanic, and he maintained the airplane in a meticulous manner, was very skilled, and kept very detailed maintenance logbooks. However, he was a relatively low-time private pilot, with about 365 hours of flight experience. He had initially got his pilot certificate in the 70's but had just recently

started flying again. Mr Brasch felt that while he was a good pilot, his lack of experience was obvious, and he did not seem to have a good grasp on some basic operations such as airspace.