



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HERREID, SD	<b>Accident Number:</b>	DEN84LA053
<b>Date &amp; Time:</b>	12/01/1983, 1500 CST	<b>Registration:</b>	N3401W
<b>Aircraft:</b>	PIPER PA-18A 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE ACFT RAN INTO A CREEK BED DURING AN OFF ARPT LANDING AND THE LANDING GEAR COLLAPSED. THE PLT WAS CONDUCTING AN AERIAL HUNT OF COYOTES. AFTER SHOOTING ONE HE SOUGHT A PLACE TO LAND TO PICK UP THE CARCASS AND STATED THAT ALTHOUGH HE INSPECTED THE AREA FROM THE AIR HE APPARENTLY DID NOT SEE THE CREEK BED.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) TERRAIN CONDITION - WET
  2. (C) VISUAL LOOKOUT - INACCURATE - PILOT IN COMMAND
  3. (F) TERRAIN CONDITION - SOFT
  4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

5. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/08/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2673 hours (Total, all aircraft), 21 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3401W
<b>Model/Series:</b>	PA-18A 150 PA-18A 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18-4064
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/15/1982, 100 Hour	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	78 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3500 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A2A
<b>Registered Owner:</b>	LLOYD HARMON	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	LLOYD HARMON	<b>Operating Certificate(s) Held:</b>	None

## 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:	Scattered / 3500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2° C
Precipitation and Obscuration:			
Departure Point:	, SD	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1100 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	FRED R WINNINGHAM	Report Date:	
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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> .		

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](#).