



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WOLSEY, SD	<b>Accident Number:</b>	DEN83FA001
<b>Date &amp; Time:</b>	10/01/1982, 1430 CDT	<b>Registration:</b>	N6553C
<b>Aircraft:</b>	PIPER PA-28-181	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PILOT HAD BEEN ISSUED AN INSTRUMENT RATING ON 8/6/82 AND HAD LOGGED 5.6 HRS SINCE THAT TIME. THE PILOT'S INSTRUCTOR BELIEVED THIS WOULD HAVE BEEN HIS FIRST LOW APPROACH IN ACTUAL INSTRUMENT CONDITIONS SINCE HE COMPLETED HIS CHECK FLIGHT. A WITNESS STATED THAT BEFORE TAKEOFF, THE PILOT APPEARED NERVOUS ABOUT HIS DEPARTURE AND IT APPEARED THAT HE NEEDED TO GET SOMEWHERE DESPITE THE WEATHER. AFTER RECEIVING A WEATHER BRIEFING, HE DEPARTED ON AN IFR FLIGHT PLAN WITH KNOWN RAIN, FOG AND LOW CEILINGS AT THE DESTINATION. DURING ARRIVAL THE PILOT WAS CLEARED FOR AN ILS APPROACH TO RUNWAY 12. AT ABOUT THE POSITION THAT HE WOULD BE INTERCEPTING A VOR ARC TO TRANSITION TO THE ILS, RADIO AND RADAR CONTACT WERE LOST. LATER THE AIRCRAFT WAS FOUND WHERE IT WOULD HAVE INTERCEPTED THE ARC IN A LEFT TURN. AT THAT POINT, IT HAD IMPACTED THE GROUND IN A NOSE LOW, LEFT WING LOW ATTITUDE. AN EXAMINATION OF THE ENGINE AND FLIGHT CONTROLS REVEALED NO EVIDENCE OF MECHANICAL MALFUNCTION OR FAILURE PRIOR TO GROUND IMPACT.

## 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: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

### Findings

1. (F) WEATHER CONDITION - RAIN
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - LOW CEILING
4. (C) PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
5. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. ANXIETY/APPREHENSION - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/06/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	432 hours (Total, all aircraft), 430 hours (Total, this make and model), 354 hours (Pilot In Command, all aircraft), 91 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6553C
<b>Model/Series:</b>	PA-28-181 PA-28-181	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	28-7890382
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	271 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1176 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-360-A4M
<b>Registered Owner:</b>	PETER O. GEYERMAN	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	PETER O. GEYERMAN	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HON, 0 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1455	Direction from Accident Site:	120°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	49° C / 0° C
Precipitation and Obscuration:			
Departure Point:	RAPID CITY, SD (RAP)	Type of Flight Plan Filed:	IFR
Destination:	HURON, SD (HON)	Type of Clearance:	IFR
Departure Time:	1248	Type of Airspace:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Report Date:	10/01/1983
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 <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> .	

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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](#).