



National Transportation Safety Board Aviation Accident Data Summary

Location:	WOLSEY, SD	Accident Number:	DEN83FA001
Date & Time:	10/01/1982, 1430 CDT	Registration:	N6553C
Aircraft:	PIPER PA-28-181	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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: 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

Pilot Information

Certificate:	Private	Age:	33
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	PIPER	Registration:	N6553C
Model/Series:	PA-28-181 PA-28-181	Engines:	1 Reciprocating
Operator:	PETER O. GEYERMAN	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	O-360-A4M
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HON, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Overcast / 100 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 30°
Temperature:	49° C	Visibility	3 Miles
Precipitation and Obscuration:			
Departure Point:	RAPID CITY, SD (RAP)	Destination:	HURON, SD (HON)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	Adopted Date:	10/01/1983
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 pubin@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.