



National Transportation Safety Board Aviation Accident Factual Report

Location:	Newcastle, WY	Accident Number:	DEN03LA061
Date & Time:	04/01/2003, 1645 MST	Registration:	N6883B
Aircraft:	Piper PA-18A-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

On April 1, 2003, at approximately 1645 mountain standard time, a Piper PA-18A-150, N6883B, was substantially damaged when it impacted terrain while maneuvering approximately 31 miles southwest of Newcastle, Wyoming. The private pilot and passenger sustained serious injuries. Visual meteorological conditions prevailed for the local flight being conducted under the provisions of Title 14 CFR Part 91. No flight plan had been filed for the flight that had originated approximately 1500.

The pilot did not submit an accident report due to personal injuries and extended hospitalization. According to the Federal Aviation Administration (FAA) inspector, the pilot was "checking" cattle. He was reversing course to the right, to check on a newborn calf, when the right wing tip impacted terrain. Subsequently, the airplane cartwheeled, coming to rest inverted. The right wing was bent and wrinkled, and its spar was broken. The fuselage was crushed, and the empennage was wrinkled and bent.

FAA records show the pilot's last medical was dated February 1, 1994. Documentation for the pilot's biennial flight review or the airplane's annual inspection were not found.

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Invalid Medical for flight	Last FAA Medical Exam:	02/01/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	950 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6883B
Model/Series:	PA-18A-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted; Normal	Serial Number:	18-5070
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-20
Registered Owner:	Allen E. Slagle	Rated Power:	180 hp
Operator:	Allen E. Slagle	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ECS, 4174 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	1802 MST	Direction from Accident Site:	35°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.55 inches Hg	Temperature/Dew Point:	19° C / 4° C
Precipitation and Obscuration:			
Departure Point:	Newcastle, WY (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 MST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	43.530833, -104.666389

Administrative Information

Investigator In Charge (IIC):	James F Struhsaker
Additional Participating Persons:	Robert Hardwick; FAA FSDO; Casper, WY
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/ .