



# National Transportation Safety Board Aviation Accident Final Report

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

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## Analysis

The pilot was "checking" cattle. While reversing course to the right, the airplane's wing tip impacted terrain. Subsequently the airplane cartwheeled, coming to rest inverted, substantially damaging the right wing, fuselage, and empennage. FAA records showed the pilot's last medical was dated February 1, 1994. The pilot failed to report having a current flight review. No record of an annual inspection was found.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain clearance from the terrain. Contributing factors include inadequate in-flight planning and decision making by the pilot, and the ground.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. (F) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - GROUND
4. MAINTENANCE, ANNUAL INSPECTION - NOT COMPLIED WITH - PILOT IN COMMAND
5. LACK OF CERTIFICATION - PILOT IN COMMAND

## Factual Information

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

<b>Certificate:</b>	Private	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Invalid Medical for flight	<b>Last FAA Medical Exam:</b>	02/01/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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 **Report Date:** 02/05/2004

**Additional Participating Persons:** Robert Hardwick; FAA FSDO; Casper, WY

**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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).