



National Transportation Safety Board Aviation Accident Data Summary

Location:	Gordon, NE	Accident Number:	CHI03LA121
Date & Time:	05/04/2003, 1430 MDT	Registration:	N9682P
Aircraft:	Piper PA-18-150	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane sustained substantial damage when it stalled on takeoff and impacted terrain. The pilot reported observing approaching weather which he described as a squall line approximately two miles west of his location. He also noted that a light rain had started and was accompanied by pea-size hail. Weather conditions reported by the Pine Ridge Airport (IEN) automated surface observing system, at 1530, were winds from 340 degrees at 14 knots, gusting to 21 knots, 10 miles visibility, and few clouds at 3,300 feet above ground level. The weather report included a notation of thunderstorms in the vicinity and lightening in the distance to the west and southwest. The pilot recalled taking off to the south and had begun his initial climb. He reported that the aircraft started to buffet and he "knew a stall was coming." In his statement the pilot noted the "aircraft stalled on takeoff, not enough altitude for recovery." The aircraft bounced and the right wing and main landing gear impacted the terrain. The aircraft then nosed over.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to maintain adequate airspeed which resulted in a stall. Contributing factors to this accident were the rain, hail, and wind gusts.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HAIL
4. (F) WEATHER CONDITION - GUSTS
5. (F) WEATHER CONDITION - RAIN

Occurrence #2: NOSE OVER
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Pilot Information

Certificate:	Commercial	Age:	50
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	6500 hours (Total, all aircraft), 3500 hours (Total, this make and model), 6200 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9682P
Model/Series:	PA-18-150	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-A2B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IEN, 3331 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	14 knots / 21 knots, 340°
Temperature:	14°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Gordon, NE (PVT)	Destination:	Wounded Knee, SD (PVT)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	42.733333, -102.208333		

Administrative Information

Investigator In Charge (IIC):	Tim Sorensen	Adopted Date:	11/25/2003
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/ .		

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