



National Transportation Safety Board Aviation Accident Final Report

Location:	Canyon, TX	Accident Number:	CEN20CA129
Date & Time:	03/20/2020, 1758 CDT	Registration:	N4910P
Aircraft:	Piper PA18	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, he performed an off-airport landing to a wheat field. During the landing roll, the left main landing gear encountered a ditch about midfield and collapsed, and the left wing struck the ground. The airplane sustained substantial damage to the left-wing lift strut. The pilot reported that "Further care should have been conducted in evaluating the LZ (Landing Zone)." The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's selection of unsuitable terrain for landing, which resulted in a collision with a ditch and the left main landing gear collapsing.

Findings

Personnel issues	Decision making/judgment - Pilot (Cause) Flight planning/navigation - Pilot
Environmental issues	Rough terrain - Effect on operation (Cause)

Factual Information

History of Flight

Landing	Off-field or emergency landing
Landing-landing roll	Collision during takeoff/land (Defining event) Collision with terr/obj (non-CFIT) Landing gear collapse

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
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 3 With Waivers/Limitations	Last FAA Medical Exam:	10/14/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	07/04/2019
Flight Time:	(Estimated) 875 hours (Total, all aircraft), 642 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 0.3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4910P
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:	1962	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-7832
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/19/2019, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6022 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	On file	Rated Power:	160 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KAMA, 3604 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	2353 UTC	Direction from Accident Site:	35°
Lowest Cloud Condition:	Few / 3600 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.34 inches Hg	Temperature/Dew Point:	7°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Canyon, TX	Type of Flight Plan Filed:	None
Destination:	Canyon, TX	Type of Clearance:	None
Departure Time:	1746 CDT	Type of Airspace:	Class G

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
Total Injuries:	1 None	Latitude, Longitude:	35.040000, -101.918889 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	06/29/2020
Additional Participating Persons:	Bill Fitzgerald; FAA; Lubbock, TX		
Publish Date:	06/29/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=101099		

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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](#).