



Aviation Investigation Final Report

Location:	Lewistown, Montana	Accident Number:	WPR23LA065
Date & Time:	December 13, 2022, 10:06 Local	Registration:	C-GZPU
Aircraft:	Piper PA42	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	4 None
Flight Conducted Under:	Non-U.S., commercial		

Analysis

The flight crew reported that, the instrument approach was flown on autopilot to about 700 ft above ground level until the runway was visually in sight. They were 300 ft off the runway centerline, and 1 nautical mile from the runway threshold. The visual glideslope indicator was inoperative, and the runway markings were obscured due to dry light snow. The airplane subsequently landed hard on the unusable portion of the runway, about 800 ft short of the landing threshold, and the left main landing gear tire blew, causing the propeller to strike the runway. The airplane veered off the runway substantially damaging the left wing. The pilots reported that there were no preaccident mechanical failures or malfunctions 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 improper landing flare, which resulted in a hard landing. Contributing to the accident was the out of service visual glideslope indicator and snow obscuring the runway markings.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Visual approach aid - Effect on operation
Environmental issues	Snow - Effect on operation

Factual Information

History of Flight

Landing	Hard landing (Defining event)
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Pilot Information

Certificate:	Airline transport	Age:	73, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	July 27, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 1, 2022
Flight Time:	25500 hours (Total, all aircraft), 250 hours (Total, this make and model), 24000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	February 4, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 6, 2022
Flight Time:	446 hours (Total, all aircraft), 47 hours (Total, this make and model), 324 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	C-GZPU
Model/Series:	PA42 1000	Aircraft Category:	Airplane
Year of Manufacture:	1984	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	42-5527011
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	October 29, 2022 100 hour	Certified Max Gross Wt.:	12050 lbs
Time Since Last Inspection:	29 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	7172 Hrs at time of accident	Engine Manufacturer:	Honeywell
ELT:	C126 installed, not activated	Engine Model/Series:	TPE331-14A-801Y
Registered Owner:	Babin Air	Rated Power:	1650 Horsepower
Operator:	Babin Air	Operating Certificate(s) Held:	Foreign air carrier (129)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLWT,4146 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:02 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	1.5 miles
Lowest Ceiling:	Overcast / 400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	Unknown /
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	-10°C / -12°C
Precipitation and Obscuration:	Moderate - None - Mist		
Departure Point:	Great Falls, MT (KGTF)	Type of Flight Plan Filed:	IFR
Destination:	Lewistown, MT (KLWT)	Type of Clearance:	IFR
Departure Time:	09:42 Local	Type of Airspace:	Class E

Airport Information

Airport:	Lewiston Municipal Airport KLWT	Runway Surface Type:	Asphalt
Airport Elevation:	4170 ft msl	Runway Surface Condition:	Dry;Snow
Runway Used:	8	IFR Approach:	RNAV
Runway Length/Width:	6100 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	47.04925,-109.46669(est)

Administrative Information

Investigator In Charge (IIC):	Blum, Contessa
Additional Participating Persons:	Mike O'Bryant; Helena FSDO; Helena, MT
Original Publish Date:	March 2, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106455

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).