



# Aviation Investigation Final Report

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|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Winona, Minnesota                    | <b>Accident Number:</b> | CHI01LA059  |
| <b>Date &amp; Time:</b>        | December 20, 2000, 13:10 Local       | <b>Registration:</b>    | N282R       |
| <b>Aircraft:</b>               | Beech F33A                           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

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## Analysis

The airplane sustained substantial damage on impact with a snowbank. The pilot reported no injuries. The pilot stated, "After getting clearance for flite to MSP I taxied to runway 11 [and] looked down runway[.] It was snowing [and] blowing harder than before so I decided to taxi aways down to se condition of runway[.] Then decided not to go [and] looking for turn off I hit snow bank[.]" A witness stated, "I saw the plane leave the ramp area and taxi toward runway 11. (The building next door obstructs the view of the west end of the runway.) After hearing some garbled talk on the UNICOM I saw the plane come into view, airborne, directly in front of the lobby window. It banked left, made a 180 degree turn, and flew parallel to the runway with not much altitude. It then disappeared from view because of the building next door. Soon the pilot contacted [the fixed base operator] via UNICOM and asked that someone come and pick him up because he said he had slid off the runway." The weather was: Wind 150 degrees at 7 knots; visibility 1 and 1/4 statute mile; current condition light snow; sky condition overcast 700 feet; temperature -12 degrees C; dew point -14 degrees C; altimeter 29.86 inches of mercury.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining directional control during the landing roll. A factor was the snowbank.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - SNOWBANK

## Factual Information

On December 20, 2000, about 1330 central standard time, a Beech F33A, N282R, piloted by a commercial pilot, sustained substantial damage on impact with a snowbank off the left side of runway 11 (5,199 feet by 100 feet, snow covered/ asphalt) at Winona Municipal-Max Conrad Field Airport, near Winona, Minnesota. The airplane had picked up its IFR clearance and had been observed airborne in a left bank turn. The personal flight was operating under 14 CFR Part 91. Instrument meteorological conditions prevailed at the time of the accident. An IFR flight plan was filed. The pilot reported no injuries. The flight was originating at the time of the accident and was destined for Flying Cloud Airport, near Minneapolis, Minnesota.

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A pilot, who departed prior to the accident airplane, said, "My recollection of the AWOS reported weather at the time was 400 overcast, 1 mile, very light dry snow. On departure the runway was covered with no more than 1/2" of dry fluffy snow. The runway was plowed beyond the outer runway edge lights. Prior to my take off, [the accident pilot] asked me for a pilot report as to icing conditions, ceilings, and visibility. ... Out of 1900' I attempted to contact [the accident pilot] who was on the ground on 122.8. After my first try I got a reply of carrier only no modulation. I called again and got a carrier but no modulation, I attempted a third time in the blind and gave a report of the weather conditions. I asked if [the accident pilot] got the message to click twice, we heard two clicks. My reports were negative ice, ground contact at 1900', 1 mile visibility looked accurate. ... Upon my return to Winona that evening we landed on runway 11 with no difficulty. Note snow accumulation now at least 2"."

At 1257, the Winona Municipal-Max Conrad Field Airport weather was: Wind 150 degrees at 7 knots; visibility 1 and 1/4 statute mile; current condition light snow; sky condition overcast 700 feet; temperature -12 degrees C; dew point -14 degrees C; altimeter 29.86 inches of mercury.

## Pilot Information

|                                  |   |  |                  |
|----------------------------------|---|--|------------------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                              | 60, 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>     | Airplane  | <b>Second Pilot Present:</b>             | No               |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No               |
| <b>Medical Certification:</b>    | Class 2 Valid Medical-w/<br>waivers/lim   | <b>Last FAA Medical Exam:</b>            | January 12, 2000 |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> | May 25, 2000     |
| <b>Flight Time:</b>              | 1500 hours (Total, all aircraft), 300 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft) |  |                  |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Beech                    | <b>Registration:</b>                  | N282R           |
| <b>Model/Series:</b>                 | F33A                     | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Utility                  | <b>Serial Number:</b>                 | CE951           |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle   | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | October 9, 2000 Annual   | <b>Certified Max Gross Wt.:</b>       | 3400 lbs        |
| <b>Time Since Last Inspection:</b>   | 28 Hrs                   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 1872 Hrs                 | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | IO-520          |
| <b>Registered Owner:</b>             | David Oscar Pye          | <b>Rated Power:</b>                   | 285 Horsepower  |
| <b>Operator:</b>                     |                          | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|   |                                  |   |                  |
|---|----------------------------------|---|------------------|
| <b>Conditions at Accident Site:</b>     | Instrument (IMC)                 | <b>Condition of Light:</b>                  | Day              |
| <b>Observation Facility, Elevation:</b> | ONA,656 ft msl                   | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 12:57 Local                      | <b>Direction from Accident Site:</b>        | 0°               |
| <b>Lowest Cloud Condition:</b>          |                                  | <b>Visibility</b>                           | 1.25 miles       |
| <b>Lowest Ceiling:</b>                  | Overcast / 700 ft AGL            | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 7 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 150°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 29.86 inches Hg                  | <b>Temperature/Dew Point:</b>               | -12°C / -14°C    |
| <b>Precipitation and Obscuration:</b>   | N/A - None - Unknown obscuration |   |                  |
| <b>Departure Point:</b>                 | WINONA, MN (ONA )                | <b>Type of Flight Plan Filed:</b>           | IFR              |
| <b>Destination:</b>                     | MINNEAPOLIS, MN (FCM )           | <b>Type of Clearance:</b>                   | IFR              |
| <b>Departure Time:</b>                  | 13:10 Local                      | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |                                   |                                  |                 |
|-----------------------------|-----------------------------------|----------------------------------|-----------------|
| <b>Airport:</b>             | WINONA MUNI-MAX CONRAD FLD<br>ONA | <b>Runway Surface Type:</b>      | Asphalt,Snow    |
| <b>Airport Elevation:</b>   | 656 ft msl                        | <b>Runway Surface Condition:</b> | Snow            |
| <b>Runway Used:</b>         | 11                                | <b>IFR Approach:</b>             | None            |
| <b>Runway Length/Width:</b> | 5199 ft / 100 ft                  | <b>VFR Approach/Landing:</b>     | Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |                          |
|----------------------------|--------|-----------------------------|--------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial              |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                     |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                     |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 44.039031,-91.65052(est) |

## Administrative Information

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|--|---|
| <b>Investigator In Charge (IIC):</b>     | Malinowski, Edward  |
| <b>Additional Participating Persons:</b> | Donald L Brown; Federal Aviation Administration; Minneapolis, MN  |
| <b>Original Publish Date:</b>            | November 1, 2001  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             | The NTSB traveled to the scene of this accident.  |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=50894">https://data.ntsb.gov/Docket?ProjectID=50894</a> |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).