



Aviation Investigation Final Report

Location:	GAYLORD, Michigan	Accident Number:	CHI83LA061
Date & Time:	December 18, 1982, 12:37 Local	Registration:	N1777E
Aircraft:	Cessna 310R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

PRIOR TO A FLIGHT FROM CHARLESTON, WV TO SAULT STE MARIE, MI, THE PILOT WAS BRIEFED TO EXPECT ICING CONDITIONS. DURING THE FLIGHT, MIXED AND RIME ICING CONDITIONS WERE ENCOUNTERED; HOWEVER, THE DEICING EQUIPMENT REMOVED IT SATISFACTORILY. AN UPDATE WEATHER BRIEFING WAS NOT OBTAINED FOR A RETURN FLIGHT. AFTER TAKEOFF, THE PILOT LEVELLED AT 7000 FT MSL. ABOUT 22 MIN LATER, HE REQUESTED A LOWER ALTITUDE BECAUSE OF HEAVY ICING CONDITIONS. THE AIRCRAFT WAS CLEAR TO 6000 FT, THEN 5000 FT, BUT WAS STILL IN ICING CONDITIONS. A CLIMB TO 9000 WAS THEN UNSUCCESSFULLY ATTEMPTED. THE PILOT THEN DIVERTED TOWARD GAYLORD AND WAS CLEARED TO 3500 FT. THE PILOT SAW THE AIRPORT WHILE AT AN ALTITUDE OF ABOUT 900 FT AGL, BUT WAS UNABLE TO MANEUVER THE PLANE TO LAND ON A RUNWAY. FINALLY, AT AN ALTITUDE OF ABOUT 50 FT AGL, HE LEVELLED THE WINGS AND LANDED STRAIGHT AHEAD. DURING THE LANDING ROLL-OUT, THE AIRCRAFT COLLIDED WITH TREES.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - ICING CONDITIONS
3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. (C) WING - ICE
5. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

6. (C) FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	42, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 19, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	9760 hours (Total, all aircraft), 350 hours (Total, this make and model), 9540 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1777E
Model/Series:	310R 310R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	310R1569
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	771 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-BB
Registered Owner:	UNION BOILER COMPANY	Rated Power:	285 Horsepower
Operator:	UNION BOILER COMPANY	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	PLN	Distance from Accident Site:	45 Nautical Miles
Observation Time:	12:00 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	Overcast / 800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	SAULT STE. MARI, MI (CIV)	Type of Flight Plan Filed:	IFR
Destination:	CHARLESTON , WV (CRW)	Type of Clearance:	Traffic advisory
Departure Time:	11:52 Local	Type of Airspace:	

Airport Information

Airport:	OTSEGO COUNTY GLR	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	27	IFR Approach:	
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.019912,-84.669929(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: December 18, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70818>

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](#).