



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | GRAND MARAIS, Minnesota | Accident Number: | CHI82DA081 |
| Date & Time: | March 8, 1982, 09:20 Local | Registration: | N6625Y |
| Aircraft: | PIPER PA-23 250 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 None |
| Flight Conducted Under: | Part 135: Air taxi & commuter - Non-scheduled | | |

Analysis

AFTER CLEARING TREES LOCATED APPROXIMATELY 1000 FEET FROM THE END OF THE RUNWAY THE PILOT REDUCED POWER AND ADDED FLAPS IN AN ATTEMPT TO LAND CLOSE TO THE APPROACH END. THE AIRCRAFT STRUCK A SNOWBANK ON SHORT FINAL FOR THE SNOW COVERED RUNWAY 27.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - SNOW
4. (F) TERRAIN CONDITION - SNOW COVERED
5. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

6. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

7. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

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|----------------------------------|--|--|--------------|
| Certificate: | Airline transport | Age: | 33, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | June 8, 1981 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 3900 hours (Total, all aircraft), 1494 hours (Total, this make and model), 3730 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------|---------------------------------------|--------------------------|
| Aircraft Make: | PIPER | Registration: | N6625Y |
| Model/Series: | PA-23 250 PA-23 250 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 27 3932 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 4700 lbs |
| Time Since Last Inspection: | 52 Hrs | Engines: | 2 Reciprocating |
| Airframe Total Time: | 6652 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed | Engine Model/Series: | IO-540 |
| Registered Owner: | NORTHERN AIRMOTIVE INC | Rated Power: | 250 Horsepower |
| Operator: | NORTHERN AIRMOTIVE INC | Operating Certificate(s) Held: | On-demand air taxi (135) |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | GRM | Distance from Accident Site: | |
| Observation Time: | 09:30 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Unknown | Visibility | 1 miles |
| Lowest Ceiling: | Overcast / 2000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 14 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 200° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 5°C |
| Precipitation and Obscuration: | N/A - Blowing - Snow | | |
| Departure Point: | MARQUETTE , MI | Type of Flight Plan Filed: | IFR |
| Destination: | GRAND MARAIS , MN | Type of Clearance: | Traffic advisory |
| Departure Time: | 08:40 Local | Type of Airspace: | |

Airport Information

| | | | |
|-----------------------------|------------------|----------------------------------|---------|
| Airport: | GRAND MARAIS GRM | Runway Surface Type: | Asphalt |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | Snow |
| Runway Used: | 27 | IFR Approach: | |
| Runway Length/Width: | 2800 ft / 100 ft | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | 47.7495,-90.339019(est) |

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 8, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=70879>

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](#).