



# National Transportation Safety Board Aviation Accident Factual Report

<b>Location:</b>	GREENBUSH, MN	<b>Accident Number:</b>	CHI85LA001
<b>Date &amp; Time:</b>	10/03/1984, 1650 CDT	<b>Registration:</b>	N37JL
<b>Aircraft:</b>	PIPER PA-23-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/22/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1945 hours (Total, all aircraft), 162 hours (Total, this make and model), 1713 hours (Pilot In Command, all aircraft), 163 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N37JL
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	27-2600
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	07/13/1984, Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	97 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3899 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-C4B5
Registered Owner:	ARROWHEAD AIRWAYS, INC.	Rated Power:	250 hp
Operator:	ARROWHEAD AIRWAYS, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1655	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	ST. PAUL, MN (STP)	Type of Flight Plan Filed:	VFR
Destination:	GREENBUSH, MN (02Y)	Type of Clearance:	None
Departure Time:	1500 CST	Type of Airspace:	Class D

## Airport Information

Airport:	GREENBUSH MUNICIPAL ARPT. (024)	Runway Surface Type:	Grass/turf
Airport Elevation:	1070 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	1897 ft / 192 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ROBERT BENZON
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### Additional Participating Persons:

Investigation Docket:	NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .
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