



Aviation Investigation Final Report

Location:	WAUKEGAN, Illinois	Accident Number:	CHI95LA343
Date & Time:	March 31, 1995, 00:00 Local	Registration:	N23990
Aircraft:	Beech C23	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OBTAINED TWO WEATHER BRIEFINGS BUT DID NOT FILE A FLIGHT PLAN. THE AIRPLANE DEPARTED WAUKEGAN AT APPROXIMATELY 1741 CST. THE AIRPLANE NEVER ARRIVED AT ITS INTENDED DESTINATION. WITNESSES REPORTED SEEING A LOW FLYING AIRPLANE RESEMBLING N23990 SOUTH OF THE DEPARTURE AIRPORT AT ABOUT 1745. THEY STATED THE WEATHER AT THE TIME WAS LOW CEILINGS WITH HEAVY SNOW. WEATHER RADAR INFORMATION CONFIRMS PRECIPITATION IN THE AREA AT THE TIME. SEVERAL PIECES, IDENTIFIED AS BEING FROM THE AIRPLANE, HAVE WASHED ASHORE FROM LAKE MICHIGAN. THE PILOT'S BODY WAS FOUND 6/22/95 ALONG THE SHORELINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: UNKNOWN

Findings

1. (F) LIGHT CONDITION - DUSK
2. (F) WEATHER CONDITION - LOW CEILING

3. (F) WEATHER CONDITION - SNOW
4. (C) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Factual Information

On March 31, 1995, about 1741 central standard time (cst), a Beech C23, N23990, registered to, and flown by a private pilot departed the Waukegan Municipal Airport, Waukegan, Illinois, with an intended destination of Valparaiso, Indiana. The airplane never arrived at its intended destination.

Units of the Civil Air Patrol, Coast Guard, and Chicago Police Department Marine Unit searched for the airplane for three days without success. The airplane is missing and presumed destroyed. The pilot was fatally injured.

The pilot obtained two weather briefings but did not file a flight plan. The only contact with air traffic control was a takeoff clearance which was issued at 1741 (cst) by the Waukegan Air Traffic Control Tower. Three witnesses reported seeing an airplane resembling the missing airplane near the Lake Bluff/Libertyville, Illinois, about 1745. They described the weather conditions as a low overcast with moderate to heavy snow showers. Weather radar images confirm the presence of precipitation in the area at the time. (See attached weather data)

On May 5, 1995, several pieces of metal were located along the Lake Bluff, Illinois, shoreline. The co-owner of the airplane identified one piece, approximately 6' x 1.5' with yellow, white and brown markings, as a section from the right wing of the missing airplane.

On June 22, 1995, the pilot's body was located along the shoreline in Lake Forest, Illinois. Lake Forest is approximately 10 miles south of the Waukegan Municipal Airport. An autopsy was performed by the Lake County Coroner's Office, Lake County, Illinois, on June 22, 1995.

On November 22, 1995, another piece of metal was located by the Lake Forest Police Department. This piece of metal was transported to the NTSB North Central Regional Office. The piece of wreckage is 33" x 10" and is yellow, white, and brown in color. (See attached sketch) According to Beech representatives, the wreckage as described appears to be a section of the underside of the right wing.

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	September 1, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	150 hours (Total, all aircraft), 40 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N23990
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-1916
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 1995 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	JAMES A. TIEMANN	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	500 ft AGL	Visibility	0.5 miles
Lowest Ceiling:	Overcast / 500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	0°C
Precipitation and Obscuration:	Heavy - None - Snow		
Departure Point:	(UGN)	Type of Flight Plan Filed:	None
Destination:	VALPARAISO (VPZ)	Type of Clearance:	None
Departure Time:	17:41 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 Fatal	Latitude, Longitude:	42.400398,-87.849655(est)

Administrative Information

Investigator In Charge (IIC): Doub, Mark

Additional Participating Persons: DAN COLEMAN; WEST CHICAGO , IL

Original Publish Date: April 1, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=10049>

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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](#).