



# Aviation Investigation Final Report

<b>Location:</b>	LONE ROCK, Wisconsin	<b>Accident Number:</b>	CHI96LA027
<b>Date &amp; Time:</b>	November 4, 1995, 13:08 Local	<b>Registration:</b>	N9559Y
<b>Aircraft:</b>	BEECH 33	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT REPORTED THAT HE HAD DEPARTED RUNWAY 27, AND AT 400 FEET ABOVE GROUND LEVEL, JUST AFTER HE HAD RETRACTED THE LANDING GEAR, THE ENGINE HAD A LOSS OF POWER. HE REPORTED THAT HE MADE A 180 DEGREE LEFT TURN TO DOWNWIND TO RETURN TO THE RUNWAY. WHEN HE REALIZED THAT HE WAS NOT GOING TO REGAIN POWER, HE MADE ANOTHER LEFT TURN TO TRY TO LAND ON THE RUNWAY. THE AIRCRAFT IMPACTED A FIELD LEFT WING FIRST AND CAME TO REST ABOUT 20 FEET BEYOND THE INITIAL ENGINE IMPACT. THE PILOT STATED THAT THE STALL WARNING WAS SOUNDING DURING MUCH OF HIS ATTEMPT TO RETURN TO THE RUNWAY. THE RUNWAY WAS SURROUNDED BY FLAT PLOWED FARM FIELDS. AN INSPECTION OF THE AIRCRAFT AND ENGINE SYSTEMS, EXCEPT FOR THE FUEL INJECTION UNIT WHICH WAS DESTROYED, REVEALED NO DEFECTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a partial loss of engine power for an undetermined reason, and the pilot's failure to maintain airspeed during his attempt to land the airplane back on the runway. A factor in the accident was the pilot's decision not to land in the suitable fields surrounding the airport.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

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Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

2. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

4. STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On November 4, 1995, at 1308 central standard time, a Beech 33, N9559Y, received substantial damage during a forced landing due to a loss of engine power near Lone Rock, Wisconsin. The private pilot and one passenger received minor injuries. The 14 CFR Part 91 flight departed Tri-County Regional Airport, Lone Rock, Wisconsin, en route to Richland Center, Wisconsin. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported that he had departed runway 27 and at 400 feet above ground level, just after he had retracted the landing gear, the engine had a loss of power. The pilot reported to the Airworthiness Inspector of the Federal Aviation Administration (FAA), that he made a 180 degree left turn to downwind to return to the runway. He reported that when he realized that he was not going to regain power, he made another left turn to try land on the runway. The aircraft impacted a field left wing first and came to rest about 20 feet beyond the initial engine impact.

In his interview with the FAA Airworthiness Inspector, the pilot stated that the stall warning was sounding during much of his attempt to return to the runway. The runway was surrounded by flat plowed farm fields.

An inspection of the aircraft and engine systems, except for the fuel injection unit which was destroyed, revealed no defects. (See attachments)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36, 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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 17, 1995
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	810 hours (Total, all aircraft), 108 hours (Total, this make and model), 760 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N9559Y
<b>Model/Series:</b>	33 33	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	CD 562
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 16, 1995 Annual	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>	49 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5079 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-470-K3B
<b>Registered Owner:</b>	PATRICK M. MURPHY	<b>Rated Power:</b>	225 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LNR, 726 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	12:54 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(LNR )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	RICHLAND CENTER, WI (93C )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	TRI-COUNTY REGIONAL LNR	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	43.180698,-90.199653(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Silliman, James
<b>Additional Participating Persons:</b>	LLOYD GLOVER; MILWAUKEE , WI
<b>Original Publish Date:</b>	April 1, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=10149">https://data.ntsb.gov/Docket?ProjectID=10149</a>

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