



Aviation Investigation Final Report

Location:	WATERTOWN, Wisconsin	Accident Number:	CHI97LA224
Date & Time:	July 24, 1997, 17:04 Local	Registration:	N9120T
Aircraft:	Beech B-23	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the pilot's second touch-and-go after maintenance was performed on the left wing, a total power loss occurred. Flight and engine control continuity checks were normal. The fuel selector was on the right tank for the duration of the flight according to the pilot. During the maintenance of the left wing, the pilot had drained and saved the fuel, and put it back into the airplane prior to the flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power due to undetermined reason(s).

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

2. TERRAIN CONDITION - RESIDENTIAL AREA

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Factual Information

On July 24, 1997, at 1704 central daylight time (cdt), a Beech B- 23, N9120T, was destroyed after impacting a commercial building during a forced landing following a total loss of engine power on initial climb out. The private pilot reported serious injuries. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The flight departed Watertown Municipal Airport, Watertown, Wisconsin, at 1700 cdt, with the intended destination of Watertown, Wisconsin.

According to the pilot's written statement he was picking up his airplane after maintenance and was attempting to return home. The pilot said the airplane was in maintenance because he had damaged the left wing last winter when he ran off the end of his private airstrip and "...bumped a piece of equipment." The pilot wanted to conduct two touch and go's before leaving the terminal area. In a telephone conversation with the pilot, he said he flew one successful touch and go and had stated "...engine seemed fine." The pilot stated the fuel selector was on the right tank. Both fuel tanks were full. The pilot does not recall what happened during the second touch and go. He stated he has lost his memory of the event.

Witnesses stated that the airplane's engine appeared not to be running and that the airplane banked steeply to the left followed by the steep bank to the right before they lost sight of it. They said that fuel was observed running out of the right fuel tank at the accident site.

A Federal Aviation Administration (FAA) Inspector represented the NTSB during the on-scene investigation. The Inspector's visual inspection did not reveal any mechanical problems that would have resulted in a total power loss. The investigation indicates the engine was not running at the time of impact. Flight and engine control continuity checks were normal. Both fuel tanks contained sufficient fuel, however, the right tank drained due to impact damage and a good sample could not be obtained. The fuel selector was on the right tank. The accident site was located one-half mile north east of the airport, on a line extending from between runway 05/23 and its parallel taxiway on the north side. The wreckage lay in a one-acre field between a two story industrial building on the west. On the south side was a one-story storage building and some trees approximately 100 feet tall. The north side is bordered by high tension power lines approximately 70 feet high.

A mechanic of Wisconsin Aviation stated that the left wing was replaced and the airplane was painted prior to the flight. He further stated that the pilot had drained and saved the fuel, and put it back into the airplane prior to the flight.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 28, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	250 hours (Total, all aircraft), 10 hours (Total, this make and model), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9120T
Model/Series:	B-23 B-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-1145
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 24, 1997 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1875 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A2GL
Registered Owner:	ERWIN F. DOMINE	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:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RYV ,833 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:19 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(RYV)	Type of Flight Plan Filed:	None
Destination:	(RYV)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	WATERTOWN MUNICIPAL RYV	Runway Surface Type:	Asphalt
Airport Elevation:	833 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4430 ft / 75 ft	VFR Approach/Landing:	Forced landing;Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	43.190357,-88.719322(est)

Administrative Information

Investigator In Charge (IIC):	Carlson, Todd
Additional Participating Persons:	RAYMOND YANK; MILWAUKEE , WI
Original Publish Date:	May 4, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10640

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](#).