



# Aviation Investigation Final Report

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<b>Location:</b>	BRIGHTON, Michigan	<b>Accident Number:</b>	CHI88DEC01
<b>Date &amp; Time:</b>	April 18, 1988, 19:30 Local	<b>Registration:</b>	N2326L
<b>Aircraft:</b>	BEECH 23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE PILOT STATED THAT, AFTER A LOCAL PLEASURE FLIGHT WITH HIS CHILDREN AS PASSENGERS, HE RETURNED TO HIS DEPARTURE AIRPORT AND RE-ENTERED THE TRAFFIC PATTERN FOR RUNWAY 22. HE REPORTED THAT WHILE ON FINAL APPROACH HE DIDN'T LIKE THE WAY THINGS LOOKED AND CHOSE TO GO-AROUND. HE STATED THAT INITIALLY THE AIRCRAFT RESPONDED NORMALLY AND BEGAN TO CLIMB, BUT 'IMMEDIATELY AFTER METERING OFF FLAPS, THE ENGINE BEGAN TO VIBRATE GROSSLY OUT-OF-BALANCE.' THE PILOT PERFORMED EMERGENCY PROCEDURES, BUT THE 'LOSS OF POWER AND ALTITUDE CONTINUED....LAKE LANDING WAS VERY SUSPECT DUE TO LACK OF ALTITUDE. REVIEWED AREA FOR ALTERNATIVE - NONE!' THE AIRCRAFT STRUCK THE TOP OF A LARGE TREE AND THEN CONTACTED A SMALLER TREE BEFORE IT DESCENDED INTO THE LAKE. PILOT AND PASSENGERS WERE ABLE TO EXIT THE AIRCRAFT BEFORE IT SANK. THE AIRCRAFT WAS SUBMERGED FOR MORE THAN 20 HOURS BEFORE IT WAS RECOVERED FROM THE LAKE. A SUBSEQUENT ENGINE RUN-UP WAS SATISFACTORILY ACCOMPLISHED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE UNSUITABLE TERRAIN (TREES AND A LAKE) ENCOUNTERED DURING A FORCED LANDING MADE NECESSARY BY THE PARTIAL FAILURE OF THE AIRCRAFT'S POWERPLANT DURING AND ATTEMPTED GO-AROUND. THE OCCUPANTS WERE ABLE TO EXIT THE AIRCRAFT BEFORE IT SANK; THE AIRCRAFT WAS SUBMERGED FOR OVER 20 HOURS BEFORE IT WAS SALVAGED FROM THE LAKE.

## Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: GO-AROUND (VFR)

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED - PILOT IN COMMAND
2. (F) PLANNED APPROACH - NOT ATTAINED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. (F) GO-AROUND - PERFORMED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
6. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

### Findings

7. (F) OBJECT - TREE(S)

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

### Findings

8. (C) TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, 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>	May 28, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	74 hours (Total, all aircraft), 6 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N2326L
<b>Model/Series:</b>	23 23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	M-152
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 12, 1988 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	7 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3072 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-D2B
<b>Registered Owner:</b>	DONALD ANDREW LADEMANN	<b>Rated Power:</b>	160 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>	LAN ,860 ft msl	<b>Distance from Accident Site:</b>	36 Nautical Miles
<b>Observation Time:</b>	00:15 Local	<b>Direction from Accident Site:</b>	290°
<b>Lowest Cloud Condition:</b>	Scattered / 4000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	4°C / -11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:40 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HYNE FIELD 45G	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	973 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1800 ft / 30 ft	<b>VFR Approach/Landing:</b>	Forced landing;Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor, 2 None	<b>Latitude, Longitude:</b>	42.529949,-83.779182(est)

## Administrative Information

**Investigator In Charge (IIC):** Beem, Roger

**Additional Participating Persons:**

**Original Publish Date:** June 25, 1990

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=13844>

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