



# Aviation Investigation Final Report

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<b>Location:</b>	Coolin, Idaho	<b>Accident Number:</b>	WPR23LA290
<b>Date &amp; Time:</b>	July 30, 2023, 15:45 Local	<b>Registration:</b>	N2362Z
<b>Aircraft:</b>	Beech 23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	2 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that during the takeoff roll, he “saw rotate speed” and then pitched for best climb speed. He had no further memory of the event. A witness reported that they saw the airplane lift off from the runway and remain in ground effect until it crossed the departure end of the runway. As it crossed the departure end of the runway, it was in a left bank and then struck a tree. The airplane impacted a public beach and came to rest upright, in shallow water. The wings and fuselage sustained substantial damage. At 1535, the temperature was 30°C, the dewpoint was 4°C, and the altimeter setting was 29.98. The calculated density altitude was 4,790 ft. The pilot reported that there were no preaccident mechanical malfunctions or failures that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain clearance from trees after takeoff, during high density altitude weather conditions.

## Findings

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<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Environmental issues</b>	High density altitude - Effect on equipment
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Personnel issues</b>	Lack of action - Pilot
<b>Aircraft</b>	(general) - Incorrect use/operation

## Factual Information

### History of Flight

<b>Takeoff</b>	Collision during takeoff/land (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, 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>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 28, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 19, 2023
<b>Flight Time:</b>	108 hours (Total, all aircraft), 9 hours (Total, this make and model), 44 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Female
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N2362Z
<b>Model/Series:</b>	23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1962	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-76
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 25, 2022 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2078.97 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed	<b>Engine Model/Series:</b>	O-360-D2B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KSZT,2127 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	15:35 Local	<b>Direction from Accident Site:</b>	142°
<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>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Coolin, ID	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Pullman, WA (KPUW)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Cavanaugh Bay 66S	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	2484 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15/33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3100 ft / 120 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious, 1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious, 1 Minor	<b>Latitude, Longitude:</b>	48.519,-116.822

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Blocher, Kristyn
<b>Additional Participating Persons:</b>	Taha Rabbani; Federal Aviation Administration; Spokane, WA
<b>Original Publish Date:</b>	November 16, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192756">https://data.nts.gov/Docket?ProjectID=192756</a>

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