



# Aviation Investigation Final Report

<b>Location:</b>	PORT WASHINGTON, Wisconsin	<b>Accident Number:</b>	CHI99LA270
<b>Date &amp; Time:</b>	July 30, 1999, 21:10 Local	<b>Registration:</b>	N24670
<b>Aircraft:</b>	Beech C23	<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

After experiencing an engine failure, the pilot ditched the aircraft into Lake Michigan. During a telephone interview, the pilot stated that, during the flight, he noticed the fuel quantity, as indicated by the fuel gauge, was decreasing even though the fuel selector was positioned for the left tank. The pilot stated that he decided not to change fuel settings since the engine was still running. The pilot stated that while continuing to monitor the fuel status, he noticed that the right fuel tank quantity continued to decrease and the left fuel tank quantity had actually risen. The pilot stated that he continued to monitor the fuel status until the right fuel gauge read empty, at which time the engine quit. The pilot stated that he tried several times to restart the engine with differing fuel selector settings, but was unable to get the engine to run for more than a few seconds. The pilot stated that he had filled the fuel tanks prior to departure. Fuel receipts from the departure airport indicate that the aircraft was fueled with 19.6 gallons of fuel. As of December 27, 1999, the aircraft has not been recovered from Lake Michigan.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #3: DITCHING

Phase of Operation: EMERGENCY DESCENT/LANDING

## Factual Information

On July 30, 1999, approximately 2110 central daylight time, a Beech C23, N24670, piloted by an airline transport pilot, sustained substantial damage when it impacted water approximately 4 miles east of Port Washington, Wisconsin. The personal flight was being conducted under the provisions of 14 CFR Part 91 and was not on a flight plan. The pilot and his one passenger reported minor injuries. The flight had originated from the Griffing Sandusky Airport, Sandusky, Ohio, at 1800 and was en route to the Outagamie County Regional Airport, Appleton, Wisconsin.

During a telephone interview, the pilot stated that, during the flight, he noticed the fuel quantity, as indicated by the fuel gauge, was decreasing even though the fuel selector was positioned for the left tank. The pilot stated that he decided not to change fuel settings since the engine was still running. The pilot stated that he was planning to divert to Sheboygen, Wisconsin rather than continue to Appleton. The pilot stated that while continuing to monitor the fuel status, he noticed that the right fuel tank quantity continued to decrease and the left fuel tank quantity had actually risen. The pilot stated that he continued to monitor the fuel status until the right fuel gauge read empty, at which time the engine quit. The pilot stated that he tried several times to restart the engine with differing fuel selector settings, but was unable to get the engine to run for more than a few seconds. The pilot stated that he had filled the fuel tanks prior to departure. Fuel receipts from the departure airport indicate that the aircraft was fueled with 19.6 gallons of fuel.

As of December 27, 1999, the aircraft has not been recovered from Lake Michigan.

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Expired	<b>Last FAA Medical Exam:</b>	February 28, 1997
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3900 hours (Total, all aircraft), 200 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N24670
<b>Model/Series:</b>	C23 C23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-1464
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 28, 1999 Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	FREDERICK W. FORSTHOEFEL	<b>Rated Power:</b>	180 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>	SBM ,749 ft msl	<b>Distance from Accident Site:</b>	21 Nautical Miles
<b>Observation Time:</b>	20:53 Local	<b>Direction from Accident Site:</b>	353°
<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>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SANDUSKY , OH (SKY )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	APPLETON , WI (ATW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Water
<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>	43.389991,-87.869819(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Brannen, John
<b>Additional Participating Persons:</b>	ROBERT GESSERT; MILWAUKEE , WI
<b>Original Publish Date:</b>	November 30, 2000
<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=46907">https://data.ntsb.gov/Docket?ProjectID=46907</a>

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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](#).