



Aviation Investigation Final Report

Location:	LAKE ANN, Michigan	Accident Number:	CHI95LA162
Date & Time:	May 31, 1995, 20:15 Local	Registration:	N23828
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED HE MISJUDGED THE GRASS AND DEW CONDITIONS WHILE LANDING ON THE 1,960 FOOT LONG AIRSTRIP. THE AIRPLANE CONTINUED OFF THE END OF THE AIRSTRIP INTO A WOODED AREA. A WITNESS STATED THE APPROACH AND TOUCHDOWN LOOKED 'FINE' BUT THE AIRPLANE DID NOT SEEM TO SLOW DOWN ONCE ON THE GROUND. THE PILOT DID NOT HAVE A CURRENT MEDICAL NOR HAD HE FLOWN IN THE LAST 90 DAYS. THE LANDING WAS MADE WITH A TAILWIND. THE PILOT ALSO STATED HE DID NOT USE ENOUGH FLAPS FOR THE LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate preflight planning/preparation and improper short field landing procedures. Factors associated with the accident were the wet terrain, a tailwind, and the pilots lack of recent experience.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (F) WEATHER CONDITION - TAILWIND

3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. (C) SHORT FIELD LANDING/PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. OBJECT - TREE(S)

Factual Information

On May 31, 1995, at 2015 eastern daylight time, a Beech C23, N23828, collided with trees while landing at the Airways Estates Airpark, Lake Ann, Michigan, while on a personal flight. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was substantially damaged and the pilot was not injured. The flight originated from Frankfort, Michigan.

The pilot stated he misjudged the grass and "dew conditions" while landing to the north. He stated he was too close to the end of the airstrip to abort the landing. The airplane traveled off the end of the 1,960 foot long grass strip and collided with trees.

A witness stated he saw the airplane make a low approach for the east/west runway. It then appeared to leave the traffic pattern. The witness stated he next saw the airplane on final approach for runway 36. He stated the approach and touchdown looked "...fine for that particular runway" but that the airplane did not slow down once on the ground. He stated that it continued down the runway and seemed to "bounce a couple of times and then started to skid or fish tail." He stated the airplane continued off the end of the runway into a wooded area.

Winds reported at Traverse City, Michigan, near the time of the accident were from 240 degrees at 10 knots. The witness told a Benzie County Sheriff's Department Deputy that the pilot landed with a tailwind. The Sheriff's Department report indicates that wing flaps were set at 25 degrees when they inspected the airplane. The pilot told the witness after the accident that he did not use enough flaps for the landing.

The pilot indicated on the NTSB Form 6120.1/2, which he completed that he had not flown in the last 90 days. The pilot did not have a current medical certificate.

Pilot Information

Certificate:	Private	Age:	63, 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:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	312 hours (Total, all aircraft), 252 hours (Total, this make and model), 252 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N23828
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-2001
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 27, 1994 100 hour	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1880 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	ROBERT L. KAMP	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:	TVC ,624 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	19:45 Local	Direction from Accident Site:	75°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FRANKFORT , MI (3D4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	LAKE ANN, AIRWAYS ESTATES	Runway Surface Type:	Grass/turf
Airport Elevation:	820 ft msl	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1960 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.719833,-85.840469(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	WOODY BEST; GRAND RAPIDS , MI
Original Publish Date:	November 6, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=9894

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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](#).