Aviation Investigation Final Report

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

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

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

Factual Information

History of Flight

Takeoff	Collision during takeoff/land (Defining event)

Pilot Information

Certificate:	Private	**Age:**	46,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Lap only
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 3 Without waivers/limitations	**Last FAA Medical Exam:**	October 28, 2021
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	June 19, 2023
Flight Time:	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

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

Passenger Information

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

Aircraft and Owner/Operator Information

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

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KSZT,2127 ft msl	**Distance from Accident Site:**	17 Nautical Miles
Observation Time:	15:35 Local	**Direction from Accident Site:**	142°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/ None
Wind Direction:	240°	**Turbulence Severity Forecast/Actual:**	/ N/A
Altimeter Setting:	29.98 inches Hg	**Temperature/Dew Point:**	30°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Coolin, ID	**Type of Flight Plan Filed:**	None
Destination:	Pullman, WA (KPUW)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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