

NTSB Identification: **CEN11FA417**
14 CFR Part 91: General Aviation
Accident occurred Friday, June 24, 2011 in Charlevoix, MI
Aircraft: BEECH A36, registration: N88MN
Injuries: 2 Fatal, 1 Serious.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On June 24, 2011, approximately 1935 eastern daylight time, a Beech A36 single-engine airplane, N88MN, sustained substantial damage when it impacted terrain and a residential garage while maneuvering near Charlevoix, Michigan. The private pilot and one passenger sustained fatal injuries, and one passenger sustained serious injuries. The airplane was registered to Microjet LLC, Fort Wayne, Indiana, and operated by the pilot. Instrument meteorological conditions prevailed and an instrument flight rules flight plan had been filed for the 14 Code of Federal Regulations Part 91 personal flight. The flight had departed Smith Field Airport (SMD), Fort Wayne, Indiana, approximately 1730.

According to preliminary air traffic control and witness information, the pilot called on the Charlevoix Municipal Airport (CVX) common traffic advisory frequency (CTAF) that he was executing the RNAV global positioning system (GPS) runway 27 instrument approach. Witnesses who were located at CVX reported that the cloud ceiling was 200 feet above ground level and the visibility was 1 mile at the time the pilot called CTAF to report the approach. The witnesses observed the airplane break out of the clouds approximately halfway down runway 27 (4,550 feet by 75 feet). They heard the airplane's engine increase power and observed the airplane enter a left turn, then a turn back to the right around a water tower located southwest of CVX. The airplane stayed approximately 200 feet AGL during the turn around the airport. The airplane then entered a right downwind leg for runway 27. Witnesses observed the airplane begin a right turn toward runway 27, pitch nose up, and then roll to the left. The airplane impacted the yard of a residence adjacent to the north perimeter of CVX. The airplane came to rest upright, partially within a three stall garage attached to the residence.

At 1914, the CVX automated weather observing system (AWOS) reported the wind from 260 degrees at 9 knots, visibility 1 3/4 miles, mist, sky broken at 400 feet, overcast at 700 feet, temperature 11 degrees Celsius, dew point 10 degrees Celsius, and an altimeter setting of 29.71 inches of Mercury.

At 1954, the CVX AWOS reported the wind from 250 degrees at 10 knots, gusting to 14 knots, visibility 2 miles, drizzle, overcast at 200 feet, temperature 11 degrees Celsius, dew point 10 degrees Celsius, and an altimeter setting of 29.72 inches of Mercury.

The accident site showed that the initial ground scar, located approximately 75 feet from the main wreckage, contained the left wing tip fuel tank fairing and pitot tube. The main wreckage consisted of the fuselage, engine, empennage, and both wings. The three-bladed propeller was separated from the engine crankshaft and came to rest adjacent to the main wreckage. Examination of the main wreckage showed the landing gear was

extended and the flaps were retracted. Flight control continuity was established from all flight control surfaces to the cockpit.