



National Transportation Safety Board Aviation Accident Factual Report

Location:	UNION CITY, TN	Accident Number:	ATL95LA032
Date & Time:	01/02/1995, 1356 CST	Registration:	N77FH
Aircraft:	BEECH V35B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

On January 2, 1995, about 1356 central standard time, a Beech V35B, N77FH was substantially damaged following a collision with terrain near Union City, Tennessee. The private pilot received minor injuries, and his passenger received serious injuries in the accident. The aircraft was being operated under the provisions of 14 CFR Part 91 by the pilot. Visual meteorological conditions existed at the time, and no flight plan had been filed for the flight. The flight departed Crossville, Tennessee at 1115.

The pilot stated that the aircraft engine began to run roughly, and then stopped producing power.

The FAA Inspector at the aircraft accident site stated that there was no fuel in any of the aircraft tanks.

Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/26/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5480 hours (Total, all aircraft), 48 hours (Total, this make and model), 48 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N77FH
Model/Series:	V35B V35B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D10035
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	03/18/1994, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3595 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-EA
Registered Owner:	HARDIN, JAMES P.	Rated Power:	285 hp
Operator:	HARDIN, JAMES P.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DYR, 337 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1355 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / -7°C
Precipitation and Obscuration:			
Departure Point:	CROSSVILLE, TN (CSV)	Type of Flight Plan Filed:	None
Destination:	DYERSBURG, TN (DYR)	Type of Clearance:	None
Departure Time:	1115 CST	Type of Airspace:	Class D; Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROFF H SASSER,
Additional Participating Persons:	BRUCE WILLEY; MEMPHIS, TN
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .