



# National Transportation Safety Board Aviation Accident Final Report

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

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## Analysis

THE PILOT REPORTED THAT WHILE ON A CROSS COUNTRY FLIGHT, THE AIRCRAFT ENGINE STARTING RUNNING ROUGH, AND THEN STOPPED PRODUCING POWER. THE PILOT EXECUTED AN EMERGENCY LANDING IN ROUGH TERRAIN AND HE AND HIS PASSENGER WERE INJURED IN THE ACCIDENT. EXAMINATION OF THE AIRCRAFT REVEALED THAT THERE WAS NO FUEL REMAINING IN EITHER OF THE AIRCRAFT FUEL TANKS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The improper preflight planning by the pilot which resulted in the exhaustion of the aircraft's fuel. The rough terrain condition was a factor.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

### Findings

1. FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

### Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

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

<b>Certificate:</b>	Private	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/26/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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, **Report Date:** 05/18/1995

**Additional Participating Persons:** BRUCE WILLEY; MEMPHIS, TN

**Publish Date:**

**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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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