



National Transportation Safety Board Aviation Accident Data Summary

Location:	CARTER, OK	Accident Number:	FTW99LA003
Date & Time:	10/02/1998, 1430 CDT	Registration:	N9838R
Aircraft:	Beech M35	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane impacted terrain following a forced landing resulting from a loss of engine power while in cruise flight. The airplane underwent 'extensive' modification and repair for five to six months prior to the flight. Several maintenance personnel, who were working on the airplane the morning of the accident, stated that the pilot wanted the airplane back, even though he was told that maintenance was not complete. Also, one maintenance person reported that the pilot said, 'no matter what, I'm pulling this airplane out and flying to Albuquerque.' After about 30 minutes of flight, the engine 'quit.' The left wing tank fuel quantity gauge indicated '3/4 full.' The pilot then switched the fuel tank selector switch from the left main wing tank to the right main wing tank and attempted to restart the engine, but was unsuccessful. He then tried to restart the engine with the auxiliary tank selected, but was unsuccessful. A forced landing was executed to a paved, country road. The airplane veered to the right into a ditch, subsequently the right wing dug into the ground and turned the airplane 180 degrees into a ditch.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel starvation. Factors were; the pilot's self induced pressure to fly the aircraft when maintenance had not been completed, poor judgement by the pilot to commence and continue flight with known deficiencies in the aircraft, and the lack of suitable terrain for a forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - STARVATION
2. (F) JUDGMENT - POOR - PILOT IN COMMAND
3. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
4. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. (F) TERRAIN CONDITION - NONE SUITABLE
6. TERRAIN CONDITION - DITCH

Pilot Information

Certificate:	Private	Age:	56
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	479 hours (Total, all aircraft), 11 hours (Total, this make and model), 479 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9838R
Model/Series:	M35 M35	Engines:	1 Reciprocating
Operator:	JACK C. LOGAN	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470-C
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CSM, 1922 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 3400 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 120°
Temperature:	18° C	Visibility	4 Miles
Precipitation and Obscuration:			
Departure Point:	CLINTON, OK (CLK)	Destination:	

Airport Information

Airport:	CLINTON-SHERMON AIRPORT (CSM)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ALEXANDER LEMISHKO

Adopted Date: 02/16/2001

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/>.

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