



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CLARENDON, TX	<b>Accident Number:</b>	FTW87LA012
<b>Date &amp; Time:</b>	11/01/1986, 0045 CST	<b>Registration:</b>	N8532M
<b>Aircraft:</b>	Beech P-35	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT WAS ATTEMPTING A TAKEOFF WITH A 12 KT QUARTERING TAILWIND WHEN THE ACCIDENT OCCURRED. IMMEDIATELY FOLLOWING ROTATION AND GEAR RETRACTION, THE ACFT SETTLED AND IMPACTED THE TERRAIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. (C) WEATHER CONDITION - TAILWIND
3. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. (C) AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. OBJECT - FENCE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Unknown
<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 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/05/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	16600 hours (Total, all aircraft), 4000 hours (Total, this make and model), 16600 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N8532M
<b>Model/Series:</b>	P-35 P-35	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	D-7197
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	08/15/1986, Annual	<b>Certified Max Gross Wt.:</b>	3135 lbs
<b>Time Since Last Inspection:</b>	20 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2038 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-470
<b>Registered Owner:</b>	JOHN M. GARNER	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	JOHN M. GARNER	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	AMA, 3605 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	0020 CST	Direction from Accident Site:	105°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 1400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11° C / 8° C
Precipitation and Obscuration:			
Departure Point:	CLARENDON, TX (E34)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0045 CST	Type of Airspace:	

## Airport Information

Airport:	CLARENDON (E34)	Runway Surface Type:	Asphalt
Airport Elevation:	2832 ft	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	3700 ft / 60 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	BOB DICKENS	Report Date:	
Additional Participating Persons:	CURT MAHAFFEY; LUBBOCK, TX		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).