



National Transportation Safety Board Aviation Accident Final Report

Location:	Denton, TX	Accident Number:	FTW02LA001
Date & Time:	10/02/2001, 1820 CDT	Registration:	N9765R
Aircraft:	Beech M35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The flight departed and flew 10 minutes to another airport. The pilot executed a full stop landing and decided to remain in the pattern and perform touch-and-go landings. He departed, flew one traffic pattern, landed and departed again. During the initial takeoff climb, the engine began to "surge and lose power." Subsequently, a forced landing was executed to a field. During the forced landing, the airplane contacted fence posts, both wings separated, and the airplane came to a stop upright. A review of the airplane's maintenance records did not reveal any open maintenance discrepancies. An examination of the engine and a successful full engine test run did not reveal the reason for the loss of engine power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of engine power for an undetermined reason, which resulted in a forced landing. A contributing factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - FENCE POST

3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On October 2, 2001, at 1820 central daylight time, a Beech M35 airplane, N9765R, was substantially damaged during a forced landing following a loss of engine power during the initial takeoff climb from the Denton Municipal Airport, Denton, Texas. The airplane was registered to and operated by the pilot. The airline transport rated pilot and his pilot-rated passenger were not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight originated from the Northwest Regional Airport, Roanoke, Texas, approximately 1810.

According to the pilot and passenger, they flew to Denton from Roanoke (a 10 minute flight) and made a full stop landing. The pilot decided to remain at Denton and perform touch-and-go landings. He departed, flew one traffic pattern, landed and departed again. During the initial takeoff climb from runway 17, the engine began to "surge and lose power." Subsequently, a forced landing was executed to a field. During the forced landing, the airplane contacted fence posts, both wings separated, and the airplane came to a stop upright. The pilot added that the fuel selector was in the right tank position from the time the airplane departed Roanoke until the time of the accident.

An FAA inspector, who examined the airplane at the accident site, reported that fuel was present in each of the airplane's four fuel tanks. A fuel sample was clear and free of contaminants. He added that the oil dipstick indicated 7 quarts.

On October 30, 2001, the Teledyne Continental IO-470-C (1) engine was examined and run in the airframe, under supervision of the NTSB Investigator-in-charge, at Air Salvage of Dallas, Lancaster, Texas. The air intake hoses were checked and observed to be free of obstructions. The cockpit fuel selector was set to the left tank position and the left fuel tank was simulated with fuel that had been drained from the left main fuel tank at the accident site. The engine was started and run for a total of 20 minutes at 1000, 1500, 1800, 2550 rpms. The oil pressure, oil temperature, cylinder head temperature, and fuel pressure gauges were monitored at each rpm setting, and remained within their normal operating ranges. A magneto check was performed at 1800 rpm and a 50 rpm drop was noted for the left and right magnetos. The propeller was cycled at each rpm setting and no anomalies were noted. Red fibrous debris was observed at the main fuel screen; however, it did not completely obstruct the screen.

The airplane's maintenance logbooks were reviewed. On June 22, 2001, the airframe, engine and propeller underwent their most recent annual inspections. At the time of the accident, the airframe had accumulated a total of 4,212.2 hours and the engine had accumulated a total of 1,587.0 hours since major overhaul. No reports of open maintenance discrepancies were found.

Pilot Information

Certificate:	Airline Transport	Age:	57, 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:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/23/2001
Occupational Pilot:		Last Flight Review or Equivalent:	06/12/2001
Flight Time:	23892 hours (Total, all aircraft), 105 hours (Total, this make and model), 20551 hours (Pilot In Command, all aircraft), 301 hours (Last 90 days, all aircraft), 98 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/01/2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9765R
Model/Series:	M35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D6243
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	06/22/2001, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	22.6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4212.2 Hours at time of accident	Engine Manufacturer:	Teledyne Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470-C (1)
Registered Owner:	Thomas Lewis Hollister	Rated Power:	250 hp
Operator:	Thomas Lewis Hollister	Operating Certificate(s) Held:	None
Operator Does Business As:	N/A	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DTO, 642 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1853 CDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	23° C / 11° C
Precipitation and Obscuration:			
Departure Point:	Denton, TX (DTO)	Type of Flight Plan Filed:	None
Destination:	Denton, TX (DTO)	Type of Clearance:	Unknown
Departure Time:	1810 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Denton Municipal (DTO)	Runway Surface Type:	Asphalt
Airport Elevation:	642 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	Unknown
Runway Length/Width:	5999 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Jason A Ragogna	Report Date:	08/26/2002
Additional Participating Persons:	Theodore Soprenuk; Federal Aviation Administration; Fort Worth, TX John T Kent; Teledyne Continental Motors; Seagoville, 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 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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