



National Transportation Safety Board Aviation Accident Final Report

Location:	DILLSBORO, IN	Accident Number:	CHI82DA148
Date & Time:	05/01/1982, 1250 EST	Registration:	N8940A
Aircraft:	BEECH C35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE AIRCRAFT OPERATED NORMALLY DURING TAXI, RUN-UP, TAKEOFF, AND CLIMB TO 3500 FT MSL. ABOUT 17 MILES FROM THE DEPARTURE AIRPORT, THE ENGINE STOPPED RUNNING. DURING A FORCED LANDING IN A DIRT FIELD, ONE OF THE MAIN GEAR FAILED. THE PROPELLER SEPARATED AND THE WINGS AND FUSELAGE WERE DAMAGED. AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT DEFECTS. HOWEVER, A QUANTITY OF SAWDUST-TYPE MATERIAL, SUFFICIENT TO INDUCE FUEL BLOCKAGE, WAS FOUND IN THE AUXILIARY LINE. ORIGIN OF THE SUBSTANCE COULD NOT BE DETERMINED. THE PILOT STATED THAT FROM TAKEOFF TO ENGINE STOPPAGE, THE FUEL SELECTOR HAD BEEN POSITIONED TO THE AUXILIARY FUEL TANK. THE AIRCRAFT HAD NOT BEEN FLOWN IN A 12-MONTH PERIOD PRIOR TO BEING SOLD TO THE PRESENT OWNER/OPERATOR.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) FLUID,FUEL - CONTAMINATION
2. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/06/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1037 hours (Total, all aircraft), 10 hours (Total, this make and model), 862 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N8940A
Model/Series:	C35 C35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	D2694
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2700 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3666 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	E225
Registered Owner:	RON BIDDLE	Rated Power:	225 hp
Operator:	RON BIDDLE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	8 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	65° C / 0° C
Precipitation and Obscuration:			
Departure Point:	COVINGTON, KY	Type of Flight Plan Filed:	None
Destination:	LOUISVILLE, KY	Type of Clearance:	None
Departure Time:	1235	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	05/01/1983
Additional Participating Persons:		
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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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](#).