



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Ponca City, OK	<b>Accident Number:</b>	DFW07LA080
<b>Date &amp; Time:</b>	03/01/2007, 0755 CST	<b>Registration:</b>	N1554Z
<b>Aircraft:</b>	Beech P35	<b>Aircraft Damage:</b>	Substantial
<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 pilot reported that the engine lost power when the airplane was established on a 5-mile straight-in final approach. The 511-hour private pilot elected to turn the airplane toward a level open field located on the airport property. While crossing the airport's perimeter road, the airplane "clipped" the top of a moving automobile and subsequently impacted a fence. There was no post impact fire and the pilot was able to exit the airplane unassisted. An examination of the airplane by an airframe and powerplant mechanic (A&P) under the supervision of the NTSB investigator-in-charge (IIC), did not reveal any pre-impact anomalies. The reason for the loss of engine power could not be determined.

## 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 undetermined reasons. A contributing factor was the lack of suitable terrain for the forced landing.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

2. OBJECT - VEHICLE  
3. OBJECT - FENCE  
4. (F) TERRAIN CONDITION - NONE SUITABLE  
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

5. TERRAIN CONDITION - GRASS

## Factual Information

On March 1, 2007, about 0755 central standard time, a single-engine Beech P35 airplane, N1554Z, was substantially damaged during a forced landing following a loss of engine power while on final approach to the Ponca City Regional Airport (PNC), near Ponca City, Oklahoma. The private pilot, sole occupant of the airplane, sustained minor injuries. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The 114-nautical mile cross-country flight originated at 0705 from the Clinton Regional Airport (CLK), near Clinton, Oklahoma, and was destined for PNC.

According to the pilot, while on a five mile final approach for Runway 35 at PNC, he reduced engine power to intercept the glide slope. Once established on the glide slope, the pilot attempted to add engine power. The pilot reported that when he added throttle, the engine "sputtered" and then experienced a complete loss of power. The pilot added that he pumped the throttle and switched the fuel selector valve from the left fuel tank to the right fuel tank position in an attempt to restore engine power. The engine power was not restored. The pilot elected to turn the airplane towards a flat open field located on the airport property. While crossing the airport's perimeter road, the airplane "clipped" the top of a moving automobile and subsequently impacted a chain-link fence. There was no post impact fire and the pilot was able to exit the airplane unassisted. The driver of the automobile was not injured.

According to photos provided to the NTSB, the airplane came to rest in an upright position on the right main landing gear and the lower engine cowling. The left wing was separated from the fuselage.

The airplane was later examined by an airframe and powerplant mechanic (A&P) under the supervision of the NTSB investigator-in-charge (IIC). The examination revealed the following: A liquid consistent with aviation fuel was present in the left and right fuel tanks. The airplane's electric fuel pump was operational and displaced fuel when both the left and right fuel tanks were individually selected. The engine's mechanical fuel pump was removed and examined. The diaphragm was found intact and no anomalies were noted.

The engine's valve covers and propeller were removed and the engine was rotated via the starter. Thumb compression was obtained in each cylinder and valve train continuity was established. The left and right magnetos produced spark to all spark plugs when rotated. Oil was present in the oil sump. According to the A&P, no anomalies were noted that would have prevented the engine from producing power. The reason for the loss of engine power could not be determined.

At 0753, the weather observation facility at PNC reported, wind from 280 degrees at 10 knots, visibility 10 statute miles, few clouds at 2,900 feet, temperature 37 degrees Fahrenheit, dew point 30 degrees Fahrenheit, and a barometric pressure of 29.60 inches of Mercury.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	06/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	03/01/2006
<b>Flight Time:</b>	511 hours (Total, all aircraft), 378 hours (Total, this make and model), 454 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N1554Z
<b>Model/Series:</b>	P35	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	D6864
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	05/01/2006, Annual	<b>Certified Max Gross Wt.:</b>	3125 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5679 Hours at time of accident	<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>	Paul Kluver	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	Paul Kluver	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PNC, 1007 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0753 CST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Few / 2900 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.6 inches Hg	Temperature/Dew Point:	3°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CLINTON, OK (CLK)	Type of Flight Plan Filed:	None
Destination:	PONCA CITY, OK (PNC)	Type of Clearance:	None
Departure Time:	0705 CST	Type of Airspace:	

## Airport Information

Airport:	PONCA CITY MUNI (PNC)	Runway Surface Type:	Concrete
Airport Elevation:	1007 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	7201 ft / 150 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.725833, -97.093056

## Administrative Information

Investigator In Charge (IIC):	Timothy J LeBaron	Report Date:	07/25/2007
Additional Participating Persons:	Charles Cuzalina; Federal Aviation Administration; Oklahoma City, OK		
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](#).