



National Transportation Safety Board Aviation Accident Data Summary

Location:	Ponca City, OK	Accident Number:	DFW07LA080
Date & Time:	03/01/2007, 0755 CST	Registration:	N1554Z
Aircraft:	Beech P35	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

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 revealed any pre-impact anomalies. The reason for the loss of engine power could not be determined.

Probable Cause

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

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

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

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. TERRAIN CONDITION - GRASS

Pilot Information

Certificate:	Private	Age:	50
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Manufacturer:	Beech	Registration:	N1554Z
Model/Series:	P35	Engines:	1 Reciprocating
Operator:	Paul Kluver	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-470
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PNC, 1007 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	10 knots, 280°
Temperature:	3°C / -1°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CLINTON, OK (CLK)	Destination:	PONCA CITY, OK (PNC)

Airport Information

Airport:	PONCA CITY MUNI (PNC)	Runway Surface Type:	Concrete
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	7201 ft / 150 ft		

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

Administrative Information

Investigator In Charge (IIC): Timothy J LeBaron

Adopted Date: 07/25/2007

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.