



National Transportation Safety Board Aviation Accident Final Report

Location:	Guymon, OK	Accident Number:	CEN10CA517
Date & Time:	09/01/2010, 1230 CDT	Registration:	N3446B
Aircraft:	BEECH D35	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he departed on a cross-country flight with 49 gallons of fuel on-board the airplane. About 3 hours later, as he approached his destination airport, the airplane's engine surged followed by a total loss of power. The pilot suspected that the engine had experienced vapor lock/fuel blockage and attempted to resolve the problem by selecting each of the airplane's three fuel tanks and affirming that the mixture control was in the full rich position. The airplane continued to descend and the pilot elected to conduct a forced landing at his destination airport. The airplane did not have sufficient altitude and the pilot made a hard landing diagonally across the runway. During the landing, the airplane's nose gear collapsed and the right wing was substantially damaged. A Federal Aviation Administration inspector examined the airplane on-site and reported that it appeared the underside of the fuselage had blue stains on it akin to the coloration of fuel; he noted that the fuel caps had duct tape on them. The inspector was unable to determine if the airplane's fuel tanks contained fuel. The reason for the loss of engine power was not 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.

Findings

Not determined	Not determined - Unknown/Not determined (Cause)
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Factual Information

History of Flight

Approach	Unknown or undetermined Loss of engine power (total) (Defining event) Off-field or emergency landing
Landing	Hard landing Landing gear collapse Nose over/nose down

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	05/26/2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	11/04/2009
Flight Time:	1388 hours (Total, all aircraft), 767 hours (Total, this make and model), 1347 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N3446B
Model/Series:	D35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D-3684
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	09/10/2009, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4836 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	E185 SERIES
Registered Owner:	On file	Rated Power:	205 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KGUY	Observation Time:	1253 CDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	28°C / 16°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	9 knots, 340°	Visibility (RVR):	
Altimeter Setting:	29.94 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Roanoke, TX (52F)	Type of Flight Plan Filed:	VFR
Destination:	Guymon, OK (GUY)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Guymon Municipal Airport (GUY)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5900 ft / 100 ft	VFR Approach/Landing:	Forced Landing

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		

Administrative Information

Investigator In Charge (IIC):	Craig Hatch	Adopted Date:	03/16/2011
Additional Participating Persons:	David Hoyng; FAA FSDO; Lubbock, TX		
Publish Date:	03/16/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77187		

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.

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