



National Transportation Safety Board Aviation Accident Data Summary

Location:	Guymon, OK	Accident Number:	CEN10CA517
Date & Time:	09/01/2010, 1230 CDT	Registration:	N3446B
Aircraft:	BEECH D35	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.

Flight Events

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

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.

Findings

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Commercial	Age:	52
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	E185 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KGUY	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	9 knots, 340°
Temperature:	28°C / 16°C	Visibility	10 Miles
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Roanoke, TX (52F)	Destination:	Guymon, OK (GUY)

Airport Information

Airport:	Guymon Municipal Airport (GUY)	Runway Surface Type:	Asphalt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	5900 ft / 100 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):	Craig Hatch	Adopted 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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