



National Transportation Safety Board Aviation Accident Data Summary

Location:	Bridgeport, TX	Accident Number:	CEN13CA389
Date & Time:	07/02/2013, 1114 CDT	Registration:	N8585M
Aircraft:	BEECH P35	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The pilot and flight instructor were making touch-and-go landings when the engine lost power. Unable to glide to the runway, they made a forced landing in an open field. During the forced landing, the landing gear was sheared off and the firewall was buckled. The student sustained a serious injury and the flight instructor received minor injuries. A Federal Aviation Administration inspector examined the airplane and reported the fuel selector was positioned on the left fuel tank. When electrical power was applied, the left fuel gauge registered empty. No fuel was observed in the left fuel tank. The right fuel tank had not been compromised and contained fuel.

Flight Events

Maneuvering - Fuel starvation
Emergency descent - Off-field or emergency landing
Landing-landing roll - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The failure of both the flight instructor and the pilot to monitor and manage the fuel on board, which resulted in an engine failure due to fuel starvation.

Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid management - C
Personnel issues-Action/decision-Action-Forgotten action/omission-Pilot - C
Personnel issues-Action/decision-Action-Forgotten action/omission-Instructor/check pilot - C

Flight Instructor Information

Certificate:	Commercial; Private	Age:	51
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	5000 hours (Total, all aircraft), 40 hours (Total, this make and model)		

Pilot Information

Certificate:	Private	Age:	45
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	170 hours (Total, all aircraft), 3 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N8585M
Model/Series:	P35	Engines:	1 Reciprocating
Operator:	Michael E. R Read	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-470-N
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KXBP, 852 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:	6 knots, 40°
Temperature:	28° C / 7° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Bridgeport, TX (KXBP)	Destination:	Bridgeport, TX (KXBP)

Airport Information

Airport:	Bridgeport Municipal Airport (KXBP)	Runway Surface Type:	Asphalt
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	4004 ft / 60 ft		

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Adopted Date:	08/13/2013
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=87368		

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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