

RE: N3958A INCIDENT ON SEPTEMBER 24, 2020 AT 1:50 PM IN KAUFMAN COUNTY

ON THURSDAY 9/24/2020, I PLANNED TO FLY TO 76F TO INSTALL TWO NEW VACUUM PUMPS ON N3958A WITH MY MECHANIC CLINT BARNES. I HAD AN APPOINTMENT THE NEXT DAY 9/25/2020 FOR MY BFR WITH STUART THOMPSON CFII. WE PLANNED TO FLY FROM KADA TO KLBB ON THE AFTERNOON OF 9/25/2020 FOR MY RESERVATION FOR THE ABS CLINIC IN LUBBOCK, TEXAS @ 7:30AM ON SATURDAY 9/26/2020 AND THEN FLY BACK TO KADS.

ABOUT 12 PM I DID A PREFLIGHT IN MY COMMUNITY HANGER AT 16X. THIS PREFLIGHT WAS WITH WITH A COMPLETE WALK AROUND PER PILOTS OPERATING HANDBOOK, PHYSICAL FUEL LEVEL INSPECTION IN EACH WING WITH FLASHLIGHT. I HAD SMALL THIMBLE AMOUNTS OF WATER ON PRIOR CHECKS WITH THE LEFT WING, PILOT'S SIDE. I CHECKED BOTH WING FUEL SUMPS. THIS DAY I DUMPED THE PILOTS SIDE TWICE AND GOT TO CLEAR BLUE FUEL. I ENDED WITH THE BELLY FUEL CHECK SUMP AND SECURED THE BELLY FLAP DOOR. I HAND PULLED THE PLANE OUT OF THE HANGER ON TO THE HANGER PAD AND SECURED THE HANGER BEFORE START UP. I USED THE POH TO START THE PLANE. I HAD A TIME STARTING THE PLANE THAT DAY 9/24/2020. THIS WAS AROUND 1:10 PM. THIS CONTINENTAL 550 ENGINE REQUIRES QUITE A PRIME WITH THE FUEL PUMP ON HIGH TO GET IT STARTED. AFTER START I DID A SYSTEM CHECK PER THE LAMINATED PILOT OPERATION CHEAT SHEET FOR FUEL GAUGES, OIL PRESSURE, VACUUM AND GYROS. I PULLED THE YOKE IN AND OUT FOR FREE MOVEMENT OF THE RUDDERS. I TURNED THE YOKE BACK & FORTH FOR FREE ALIERONS MOVEMENT. I TURNED THE FUEL LEVER TO THE LEFT TANK, THE FULLEST OF THE TWO TANKS. I PUT ON MY HEADSET & 3 PIECE SEAT BELT. I TURNED ON MASTER FOR ALL RADIOS, TRANSPONDER, AND GARMIN 530W. I LISTENED TO ALLIANCE ATIS ON 126.925 FOR CURRENT ALTIMETER SETTING, WHICH WAS 29.99 I BELIEVE. I LOOKED FOR OTHER AIRCRAFT ACTIVITY ON THE GROUND AND IN THE PATTERN. I THEN RADIOED ON 122.90 OF MY INTENTIONS TO BACK TAXI RUNWAY 35 AND PROCEEDED TO POWER UP FOR TAXI. AT THE SOUTH END OF RUNWAY 35, I DID MY ENGINE RUNUP, PROPELLER CYCLE AND MAGENTOS TO POH STANDARDS. I SET MY GARMIN TO 76F, SET MY DG HEADING BUG TO 102 DEGREES, PERFORMED ANOTHER SCAN OF INSTRUMENTS AND GAUGES. I PERFORMED A CLEARING TURN FOR INBOUND TRAFFIC AND PATTERN TRAFFIC. PUT IN 10 DEGREES OF FLAPS. I CHECKED MY TRIM FOR TAKE OFF AND REVIEWED MY POH FOR ANY ITEMS OVERLOOKED. I CHECKED MY EXIT DOOR FOR SECURITY, CLOSED MY SIDE WINDOW AND RECHECKED SEAT BELTS. I ANNOUNED MY DEPARTURE TO THE NORTH & EAST BOUND. AT ABOUT 1:20 PM, I APPLIED POWER TO 2700 RPM AND STARTED MY ROLL TO 80 KIAS INDICATED AND DID MY ROTATION. ONCE AT 110 KIAS INDICATED, I REDUCED RPM TO 2500. I PULLED GEAR HANDLE UP AND PULLED FLAPS UP TO ZERO. MY PLANNED ALTITUDE TO 76F IS 2500 WITH REGIONAL APPROACH ON 118.10. I TURNED ON MY TRANSPONDER AND CONTACTED REGIONAL APPROACH FOR SQUAWK. I GAVE THEM MY MAKE & MODEL, DESTINATION AND ALTITUDE. REGIONAL GAVE ME A SQUAWK. (DO NOT REMEMBER THE CODE) ONCE AT 2500 ALTITUDE, I PULLED BACK TO 23 SQUARED & PUSHED IN COWL FLAPS TO CLEAN UP THE PLANE. REGIONAL ADVISED VFR TRAFFIC BELOW ME THAT WAS AT 2000 FEET OPPOSITE DIRECTION. I CONTINUED NORTH TO AVIOD ANY DENTON TRAFFIC AND TURNED BACK EAST TO GET ON COURSE TO DESTINATION 76F. REGIONAL HANDED ME OFF ONCE OR TWICE THRU BRAVO AIRSPACE. AT 10 MILES OUT FORM 76F I SAW THE AIRPORT AT 12 O'CLOCK. I ASKED FOR VFR AND SQUAWKED 1200. MY ALTITUDE WAS 2500 AND I STARTED DOWN TO SET UP FOR 1500' PATTERN ALTITUDE FOR 76F. AT ABOUT 1:49 PM OR 28 MINUTES IN FLIGHT AT 2200 FEET THE ENGINE BEGAN TO LOSE POWER. I DID A QUICK SCAN AND SWITCHED MY FUEL TANK TO THE RIGHT SIDE TANK. I QUICKLY LOOKED AT MY AIRPSEED AND MAINTAINED 105 KIAS

TO SET UP FOR EMEREGENY LANDING IN A PASTURE OFF TO MY LEFT AT 10-11 O'CLOCK. ALL WAS GOOD UNTIL I PUT MY GEAR DOWN TO LAND AND MY AIRSPEED DISMISHED QUICKLY. THE STALL WARNING HORN WENT OFF. I LANDED SHORT IN SOME TREE TOPS ABOUT 100 TO 200 FEET FROM MY INTENDED LANDING SPOT IN A PASTURE. THE PLANE STALLED IN THE END OF THE TREE LINE AND BACIALLY SPUN LIKE A TETHER BALL AND ENDED IN AN ABRUPT STOP UNSIDE DOWN. I QUICKLY UNFASTENED MY SEAT BEALT AND FELL TO THE ROOF OF THE PLANE. I LOOKED OUTSIDE AN NOTICED FUEL DRIPPING FROM THE FUEL CAP ON THE LEFT WING, WHICH WAS NOW THE PASSENGER SIDE OF THE WING UPSIDE DOWN. I QUICKLY TURNED OFF THE KEY, BATTERY, ALTERNATOR AND NAV LIGHT SWITCH POWERING ADS-B. I PULLED THE EMERGENCY PIN & EXITED THE PLANE TO THE LEFT WHICH WAS THE REAR EMERGENCY WINDOW BEHIND THE FRONT PASENGER SEAT. ONCE I CLEARED THE PLANE, A PASSER BY THAT HEARD ALL THE COMMOTION CALLED 911 FOR HELP. ONCE THE EMTs, FIRE DEPT AND TEXAS HIGHWAY PATROL WERE THERE IN 5 MINUTES. I CALLED MY MECHANIC AND ADVISED OF THE INCIDENT. HE CAME AND GAVE ME A LIFT TO ROCKWALL AND ANOTHER FRIEND TOOK ME TO JUSTIN TO GET MY TRUCK. THIS ENTIRE INCIDENT TOOK ABOUT ONE MINUTE. I WAS AT 2200 FEET AND ELEVATION WAS 522 FEET. I AM VERY THANKFUL TO GOD THAT I ENDED UP THIS FORTUNATE.

ADDITIONAL COMMENTS;

I NOW HAVE 4 LOG BOOKS SINCE STARTING MY FLYING IN 1981. I HAVE 2 LOG BOOKS THAT WERE FULL AND THEY WERE TURNED OVER TO CURTIS ANTHONY. I CANNOT FIND MY #3 LOG BOOK. I MOVED TO THIS HOME IN 7/2007. THIS #3 LOG BOOK IS HERE AT MY HOME PUT UP SOME WHERE. I SPECIFALLY PUT IT UP BECAUSE IT STILL HAD PAGES TO USE AND MY CUMMULITIVE TIME. I HAVE BEEN UNSUCCESSFUL IN FINDING IT! i FOUND AN OLD LOG BOOK UNUSED THAT WAS GIVEN TO MY SON MICHAEL HINTON. I HAVE USED THIS ONE FOR LOGGING TIME SINCE PURCHASING N3958A.

BACK IN THE LATE 80'S I OWNED N214DR FOR ABOUT THREE YEARS, THIS IS WHERE I GAINED MY LOVE AND TIME IN THE BONANZA VTAIL. I DID THE N # CHANGE ON THIS PLANE FROM ???PA TO N214DR.

I SUBMITTED 1500 HRS, 300 HRS IN MAKE & MODEL AND 400 HRS RG. MY FATHER DELANEY HINTON OWNED TWO CESSA 210s THAT I WOULD FLY OR DUAL WITH HIM.

MY COUSIN-N-LAW SCOTT SCHUESSLER PURCHASED A BONANZA N98PS IN NC FROM CAROLINA AIRCRAFT ON 6/28/2020. I FLEW WITH HIM COMMERCIAL TO GO LOOK AND PURCHASE THIS PLANE. I SHADOWED SCOTT AND MIKE BOONE THE INSTRUCTOR FOR TWO DAYS OF GROUND SCHOOL AND FLYING, LANDINDS & MANVERS IN THE BONANZA SCHOOL OFFERED WITH THE PURCHASE. I DID NOT HAVE MY CURRENT MEDICAL OR LOG BOOK SO NO ENDOREMENT WAS DONE. I DID ASSIST IN FEERING N98PS BACK TO F22 FROM PIEDMONT TRIAD @ KGSO ON 6/26/2020. ONCE I PURCHASED N3958A, I PLANNED TO CONVERT ALL DATA FROM MY #4 TEMPORARY LOG BOOK BACK TO #3 LOG BOOK.

NOT MENTIONED ABOVE IS I HAVE A BASIC MEDICAL FROM DR ROBERT SPARKS, DONE ON 8/20/2020.

I AM ALSO AM AN AOPA MEMBER, ABS MEMBER, HAVE FOREFLIGHT APP FOR IPAD, AND JUST UPDATED MY GARMIN 530W DATA CARDS WITH THE UPDATE FOR SEPT 2020 WITH AN ANNUAL SUBSCRIPTION.

RICHARD D HINTON

CERT [REDACTED]

DATE 10/04/2020

[REDACTED] COLLEYVILLE, TEXAS 76034

EMAIL [REDACTED]