

Date of Accident : March 6, 2021  
Location: Palestine, TX  
Aircraft: N3394V, Beech 35 Airplane  
NTSB Case Number: CEN21LA151  
Detailed Description of Incident/Accident:

Nearing the month of March, communication transpired between Francis Roberts and Lynn Davis regarding the purchase of aircraft mentioned. Mr. Davis indicated under suggestion, that a pre-buy be completed and necessary components be reinstalled prior to purchase. At such time, I contacted certified mechanic A&P I.A. Mr. Clint Barnes, located at [REDACTED] Wills Point TX, 75169.

Mr. Barnes was very adamant that I allow him the opportunity to complete a pre-buy inspection as to secure a safe flight and a satisfactory purchase. I came into agreement with Mr. Barnes with proceeding forward with necessary maintenance. He arrived at the aircraft located in a personal hanger, belonging to Lynn Davis at (TOO) Chambers County Airport on March 5th, 2021 in order to begin necessary maintenance to make the aircraft in an airworthy condition.

I contacted Larue Allen from New York, requesting his arrival for the sole purpose of transporting, being that he is rated in this type of aircraft.

Mr. Ailen arrived DFW Delta Airlines on the 4th, at 22:15. We rested well and then communicated with both mechanic/Clint Barnes and seller Lynn Davis as to check on progress on the morning of the 5th. Both Larue Allen and I, Francis Roberts proceeded from my home to (TOO) Chambers County Airport, by automobile, arriving about 15:00.

Communication began with all parties involved, Clint Barnes/Mechanic confirmed that the flight would take place the following morning of the 6th, allowing time to complete the purging of the fuel tanks, and adding fresh 100LL Aviation fuel, topping off the tanks. No leaks were noted. A ground test run was performed by Larue Allen, for approximately 10 minutes, verifying that all gauges were working and the engine was running satisfactory. At this point, there was indication that the generator was not functioning properly.

Mr. Barnes put the aircraft in the hanger and performed an inspection on the engine, doing a compression test and verifying no oil or fuel leaks. By this time, it was the evening, the aircraft was reassembled for safe operating condition. We agreed to reconvene in the morning, around 9:00am. All parties returned well rested on the morning of March 6th. Both Larue Allen and Francis Roberts boarded the aircraft N3394V, and completed a thorough run up.

Communication on the ground prior to take off was to perform fast taxi, 2 touch and go's, and landing to a full stop. However, both Larue Allen and Francis Roberts agreed during the fast taxi and the first go around that this was one sound aircraft. With Larue at the control, we proceeded to our destination of 1F7, with a 310 heading, as to save fuel.

With the gear down, locked and verified, and the green light indication, we proceeded, burning rich in order to keep the engine cylinders cool and with heavy drag. By the 43 minute mark, fuel in the left tank was depleted. We immediately switched to the right tank without loss of power. Larue Allen was concerned with maximizing our fuel capacity, by utilizing the auxiliary tank. At this time, we were nearing the Palestine area, approximately 97 miles from destination and at 1800 feet.

Larue (PIC) suggested we switch to auxiliary, I followed his instruction and switched to auxiliary. Loss of power then occurred. I switched the fuel selector to its opposite position, with the propeller wind milling. The engine did not regain power. I immediately switched back to right tank to no avail. I then followed procedure for emergency restart. At such time, Larue swiveled the yoke to my side and stated, "Your Plane". I began to set up forced landing.

I had a clearing in sight of at least 600 feet. It was my intent to reduce aircraft speed by brushing across the trees' canopy. The aircraft landed at clearing's edge, upright and belly down. Upon exiting the aircraft, and crawling onto the wing in search of a cell phone, I noticed Larue's telephone on the floor in front of the rear seat. I retained the phone and called 911. Within minutes, EMT arrived, life-fighting Larue Allen to Tyler, and transporting me by ground to the hospital.

[REDACTED]



## RECORD OF CONVERSATION

**Michael J. Hodges**  
**Air Safety Investigator**  
**Central Regional Office**  
**Office of Aviation Safety**  
**National Transportation Safety Board**

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**Date: 03/18/2021**

**Person Contacted: Francis Roberts (Co-Pilot – N3394V, Beech 35)**

**NTSB Case Number: CEN22LA151**

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### **Narrative:**

The following is a synopsis of the information provided by Francis Roberts to the NTSB investigator-in-charge, via a telephone conversation:

- Francis just purchased the airplane (N3394V, Beech 35), and the purpose of the flight was to move the airplane to his hangar. Francis did not have insurance coverage on the airplane.
- Larue Allen was the pilot-in-command and Francis was the co-pilot.
- A pre-buy inspection was conducted on the day before the accident on March 5, 2021. An annual inspection was also performed on the same day.
- The accident flight was the first flight in the airplane for Larue and Francis.
- Prior to the takeoff, the airplane was topped off and had 54 gallons total of fuel onboard. The left fuel tank had 17 gallons. The right fuel tank had 17 gallons. The auxiliary fuel tank had 20 gallons. The type of fuel used was 100LL.
- The departure time from the Chambers County Airport (T00), Anahuac, Texas, was about 1045 local time on March 6, 2021.
- The intended destination was the Airpark East Airport (1F7), Dallas, Texas. Francis has a hangar at that airport.
- The airplane departed from T00, and the plan was to remain in the traffic pattern and do 1 or 2 landings. After the traffic pattern work, the crew decided to fly direct to 1F7.
- Both pilots flew the airplane during the flight.
- The flight was conducted with the main landing gear extended down.
- The generator was not working during the accident flight.
- The fuel gauges worked normally with no issues noted.
- The placard on the fuel selector was present.
- The carburetor heat was not on during the flight. The crew was running the engine rich during the flight.
- About 97 minutes from the destination airport (about 43 minutes into the flight), the crew decided to switch the fuel tank from the left fuel tank to the right fuel tank. Instead, they then decided to use just the auxiliary fuel tank instead.

- While switching to the auxiliary fuel tank, a loss of engine power occurred.
- The fuel selector was brought back to the forward position, with no change. The fuel selector was then switched to the right fuel tank position, with no change. The crew tried to restart the engine on the right fuel tank with no success. The hand fuel pump was used when they attempted to restart the engine 5 or 6 times after the loss of engine power, with no success.
- During the forced landing, Francis flew the airplane because he wanted to take responsibility for his airplane. His intent was to impact the top of the trees and then land into the trees.
- Francis slept well the night before the accident. Larue reported to Francis that he slept well also the night before the accident. Larue flew into Texas from New York.
- Francis has no issues with fatigue, drugs, alcohol, stress, or medical issues. Francis had no concerns with the airplane or with flying.
- For the three days before the accident, Francis was doing regular work and errands on each day.
- Francis believes fuel starvation was the cause of the accident. He believes that there should have been 20 gallons of fuel remaining in the auxiliary fuel tank and 13 or 14 gallons remaining in the right fuel tank.

\*\*\*\* Nothing Follows \*\*\*\*



## RECORD OF CONVERSATION

**Michael J. Hodges**  
**Air Safety Investigator**  
**Central Regional Office**  
**Office of Aviation Safety**  
**National Transportation Safety Board**

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**Date: 03/11/2021**

**Person Contacted: Richard Ball (Lone Star Retrieval – N3394V, Beech 35)**

**NTSB Case Number: CEN22LA151**

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### **Narrative:**

The following is a synopsis of the information provided by Richard Ball to the NTSB investigator-in-charge, via a telephone conversation:

- Richard traveled to Palestine, Texas, to recover the airplane (N3394V, Beech 35).
- During the recovery operation, no fuel was found in either the left fuel tank, the right fuel tank, and the auxiliary fuel tank.
- No fuel was found in any of the airframe fuel lines.  
\*\*\*\* Nothing Follows \*\*\*\*



## RECORD OF CONVERSATION

**Michael J. Hodges**  
**Air Safety Investigator**  
**Central Regional Office**  
**Office of Aviation Safety**  
**National Transportation Safety Board**

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**Date: 04/01/2021**

**Person Contacted: Holly Allen (Wife of Larue Allen, Pilot-in-Command –  
N3394V, Beech 35)**

**NTSB Case Number: CEN22LA151**

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### **Narrative:**

The following is a synopsis of the information provided by Holly Allen to the NTSB investigator-in-charge, via a telephone conversation:

- The accident occurred on March 6, 2021. On March 5, 2021, Larue was prepping the airplane with Francis Roberts. On March 4, 2021, Larue was driving from Kentucky to New York. Larue then flew from New York to Texas. On March 3, 2021, Larue was driving from Kentucky to New York. Larue was moving furniture.
  - Francis didn't want to fly the airplane by himself, so Larue flew with him as a friend. Larue felt comfortable with Francis flying.
  - Larue had no issues with drugs, alcohol, or medical issues. Larue slept poorly and would sleep for about 3 hours, wake up, and then go back to sleep. Larue did have some stress in his life, as he was building a home in New York. Larue reported no concerns with the airplane or with flying.
- \*\*\*\* Nothing Follows \*\*\*\*