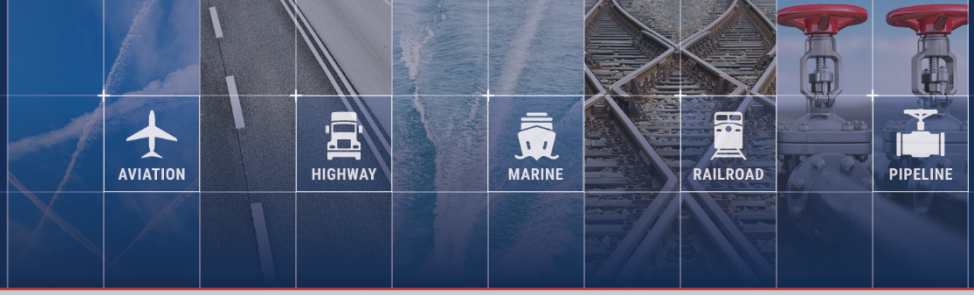

Aviation Investigation Factual Report

Location:	Havre, Montana	**Accident Number:**	SEA04LA094
Date & Time:	May 29, 2004, 11:35 Local	**Registration:**	N7DR
Aircraft:	Beech P-35	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On May 29, 2004, approximately 1310 mountain daylight time, a Beech P-35, N7DR, registered to and operated by the pilot as a 14 CFR Part 91 local flight, experienced a loss of engine power shortly after takeoff from Havre, Montana. During the emergency landing, the aircraft was substantially damaged. Visual meteorological conditions prevailed at the time and no flight plan was filed. The commercial pilot and his three passengers were not injured.

During a telephone interview and subsequent written statement, the pilot reported that just after lift-off from runway 25, he verified a positive rate of climb and retracted the landing gear. Shortly thereafter, the pilot felt a slight hesitation in the engine. The pilot switched the fuel selector when the engine suddenly lost power. The pilot noted that at this time the aircraft had drifted about 200 feet off of runway centerline. He immediately lowered the nose to maintain airspeed and extended the landing gear to re-land on the remaining runway. The aircraft touched down and the right main gear collapsed. The right wing contacted the runway surface and the aircraft spun around coming to rest near the end of the runway.

After the aircraft was removed from the runway and placed in a secured location, a Federal Aviation Administration Inspector from the Helena, Montana, Flight Standards District Office, and a certified Airframe & Powerplant, Inspection Authorization mechanic inspected the aircraft. The mechanic reported that during the engine inspection, no evidence of a mechanical malfunction was noted. No fuel leaks were detected. The fuel selector was checked and found functional.

Both fuel tanks were inspected for fuel and a trace amount of fuel was found in each fuel bladder. Inspection of the right wing inboard fuel sender found that the unit was unsecured. The left wings sender unit was secured. Both sender units were checked for cockpit indications. Both indicated empty when the float was extended to the bottom of the tanks and indicated fuel levels throughout the movement of the float from top to bottom. Approximately three gallons of fuel was put in the right side fuel tank to inspect for leaks. None were detected. The left wings piping structure had pulled out of the bladder connector during the accident sequence which allowed fuel to drain from the left fuel tank therefore fuel quantity could not be determined. The left and right side fuel tanks are not interconnected.

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	61,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	April 28, 2004
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	April 28, 2004
Flight Time:	996 hours (Total, all aircraft), 220 hours (Total, this make and model), 920 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N7DR
Model/Series:	P-35	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	D-6995
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	June 1, 2003 Annual	**Certified Max Gross Wt.:**	3125 lbs
Time Since Last Inspection:	75 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	4720 Hrs at time of accident	**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO-470-N
Registered Owner:	Walter E. Herman	**Rated Power:**	260 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	HVR,2590 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	11:55 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Few / 3000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 4900 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	16 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	280°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.62 inches Hg	**Temperature/Dew Point:**	13°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Havre, MT (HVR)	**Type of Flight Plan Filed:**	None
Destination:	Big Sandy, MT (3U8)	**Type of Clearance:**	None
Departure Time:	11:35 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	Havre City - County HVR	**Runway Surface Type:**	Asphalt
Airport Elevation:	2590 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	25	**IFR Approach:**	None
Runway Length/Width:	5205 ft / 100 ft	**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	3 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	4 None	**Latitude, Longitude:**	48.549446,-109.75

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	Leonard R Wheeler; FAA-FSDO; Helena, MT
Report Date:	August 27, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=59365