



Aviation Investigation Final Report

Location:	CONROE, Texas	Accident Number:	FTW85LA336
Date & Time:	August 28, 1985, 18:00 Local	Registration:	N6564D
Aircraft:	BEECH A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

ACFT WAS SUBSTANTIALLY DAMAGED DURING AN OFF-ARPT EMERGENCY LANDING FOLLOWING AN ENG FAILURE. DURING LANDING ROLL ACFT COLLIDED WITH A FENCE AND THE GEAR COLLAPSED. INVESTIGATION REVEALED ABOUT 13 GALLONS OF FUEL IN RIGHT FUEL TANK AND NONE IN THE LEFT TANK. DURING BASE LEG, WHILE FLYING ON THE RIGHT TANK, THE PLT HAD TO ENTER AN ABRUPT MANEUVER, WHEN HE SPOTTED ANOTHER ACFT ON FINAL. DURING THE MANEUVER THE ENGINE QUIT, AND IT IS SUSPECTED THAT THE RIGHT TANK MAY HAVE UNPORTED DURING THE TURN, INTERRUPTING THE FUEL FLOW TO THE ENG. NO DISCREPANCIES WERE NOTED WITH THE FUEL SYSTEM OF THE POWERPLANT DURING SUBSEQUENT INVESTIGATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. (C) FLUID,FUEL - STARVATION
2. (F) FUEL SYSTEM,LINE - LOW LEVEL

3. (C) MANEUVER - EXCESSIVE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. (X) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 25, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2234 hours (Total, all aircraft), 89 hours (Total, this make and model), 2127 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6564D
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-2048
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 1, 1985 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	377 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO 520 BB
Registered Owner:	COMMERCIAL CREDIT CORP.	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	IAH ,100 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	17:50 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	8 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	D/FW AIRPORT , TX (DFW)	Type of Flight Plan Filed:	None
Destination:	CONROE , TX (CXO)	Type of Clearance:	None
Departure Time:	16:40 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	MONTGOMERY COUNTY CXO	Runway Surface Type:	Asphalt
Airport Elevation:	247 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	5400 ft / 150 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.319795,-95.469459(est)

Administrative Information

Investigator In Charge (IIC): Wandel, Warren

Additional Participating Persons: PAUL F ALLEN; HOUSTON , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21839>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).