



Aviation Investigation Final Report

Location:	Pocasset, Oklahoma	Accident Number:	DFW07LA024
Date & Time:	November 12, 2006, 14:45 Local	Registration:	N711A
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While on a local pleasure flight, the 4,942-hour private pilot observed an "abnormally high" oil temperature indication before smoke began to come from beneath the instrument panel. The pilot elected to shut the engine down and perform a precautionary landing to a soft and hilly field. During landing, the left wing tip impacted the ground and the nose landing gear was sheared off. The airplane came to rest in an upright position and the pilot was able to exit the airplane unassisted. There was no fire. Examination of the airplane did not reveal the source of the smoke or the reason for the "abnormally high" oil temperature indication.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The "abnormally high" oil temperature indication and smoke in the cabin for undetermined reasons. A contributing factor was the lack of suitable terrain for the precautionary landing.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE

Findings

1. (C) FUSELAGE,CABIN - SMOKE
2. (C) ENGINE INSTRUMENTS,OIL TEMPERATURE GAGE - OVERTEMPERATURE
3. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: MISCELLANEOUS/OTHER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3: HARD LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. (F) TERRAIN CONDITION - NONE SUITABLE

6. WEATHER CONDITION - GUSTS

Factual Information

On November 12, 2006, about 1445 central standard time, a single-engine Beech A36 airplane, N711A, was substantially damaged during a precautionary landing following an observation of a high engine oil temperature indication and smoke in the cockpit, while in cruise flight near Pocasset, Oklahoma. The private pilot, sole occupant of the airplane, sustained minor injuries. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight originated from the Chickasha Municipal Airport (CHK), near Chickasha, Oklahoma, approximately 1435.

According to the 4,492-hour pilot, while on a local pleasure flight, he observed an "abnormally high" oil temperature indication before smoke began to come from beneath the instrument panel. The pilot elected to shut the engine down and perform a precautionary landing to a soft and hilly field. During precautionary landing, the left wing tip collided with the ground and the nose landing gear was sheared-off. The airplane came to rest in an upright position and the pilot was able to exit the airplane unassisted. There was no fire.

An inspector from the Federal Aviation Administration (FAA) responded to the accident site. The inspector reported that the airplane's right wing and the engine firewall sustained structural damage. The inspector further reported that he had examined the airplane and could not find the source of the smoke.

A NTSB representative examined the airplane at a later date. The engine nacelle area and engine exterior was found clean with no obvious oil leaks. The oil dipstick was removed and indicated clean oil in the oil sump. The cabin heater valve and defrost knobs were found in the "ON" position. The heater shroud was removed and the muffler visually examined. No defects were noted. The instrument access panel, located in the firewall, was removed and the area behind the instrument panel was visually examined via a flashlight and mirror. The electrical wiring did not appear damaged and there were no signs of electrical arcing or fire. The area around the landing gear motor was also examined and no abnormalities were noted. The examination did not reveal the source of the smoke or the reason for the "abnormally high" oil temperature indication.

The pilot further reported that at the time of departure the wind was from 170 degrees at 20 knots gusting to 25 knots.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 1, 2005
Flight Time:	4942 hours (Total, all aircraft), 1166 hours (Total, this make and model), 4942 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N711A
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	E-1428
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 1, 2005 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1966 Hrs at time of accident	Engine Manufacturer:	Teledyne Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520B
Registered Owner:	Green and Green	Rated Power:	300 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Thin Overcast	Visibility	10 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chickasha, OK (CHK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:35 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.187221,-97.971946

Administrative Information

Investigator In Charge (IIC):	LeBaron, Timothy
Additional Participating Persons:	Todd E Burk; Federal Aviation Administration; Oklahoma City, OK
Original Publish Date:	March 26, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=64851

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).