



Aviation Investigation Final Report

Location:	DILLSBORO, Indiana	Accident Number:	CHI82DA148
Date & Time:	May 1, 1982, 12:50 Local	Registration:	N8940A
Aircraft:	BEECH C35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT OPERATED NORMALLY DURING TAXI, RUN-UP, TAKEOFF, AND CLIMB TO 3500 FT MSL. ABOUT 17 MILES FROM THE DEPARTURE AIRPORT, THE ENGINE STOPPED RUNNING. DURING A FORCED LANDING IN A DIRT FIELD, ONE OF THE MAIN GEAR FAILED. THE PROPELLER SEPARATED AND THE WINGS AND FUSELAGE WERE DAMAGED. AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT DEFECTS. HOWEVER, A QUANTITY OF SAWDUST-TYPE MATERIAL, SUFFICIENT TO INDUCE FUEL BLOCKAGE, WAS FOUND IN THE AUXILIARY LINE. ORIGIN OF THE SUBSTANCE COULD NOT BE DETERMINED. THE PILOT STATED THAT FROM TAKEOFF TO ENGINE STOPPAGE, THE FUEL SELECTOR HAD BEEN POSITIONED TO THE AUXILIARY FUEL TANK. THE AIRCRAFT HAD NOT BEEN FLOWN IN A 12-MONTH PERIOD PRIOR TO BEING SOLD TO THE PRESENT OWNER/OPERATOR.

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: CRUISE - NORMAL

Findings

1. (C) FLUID, FUEL - CONTAMINATION

2. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 6, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1037 hours (Total, all aircraft), 10 hours (Total, this make and model), 862 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N8940A
Model/Series:	C35 C35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	D2694
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2700 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3666 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	E225
Registered Owner:	RON BIDDLE	Rated Power:	225 Horsepower
Operator:	RON BIDDLE	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	8 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	65°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COVINGTON	Type of Flight Plan Filed:	None
Destination:	LOUISVILLE	Type of Clearance:	None
Departure Time:	12:35 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Soft
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):

**Additional Participating
Persons:**

Original Publish Date: May 1, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70482>

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](#).