

Inspector's Statement

On March 26, 2021 at approximately 1531 central daylight time, Beechcraft Bonanza 35 N3953N impacted the ground after clipping several trees short of runway 18. The Airline Transport pilot and his passenger were seriously injured. The airplane sustained substantial damage. The flight was conducted under Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident. The airplane was on approach to XBP on runway 18 at the time of the accident.

The pilot was on a biannual check ride at the time of the accident. He departed Hicks Airfield (T67) and flew to Bridgeport Municipal Airport (XBP) to top off fuel tanks. He was performing simulated engine-out procedures at XBP at the time of the accident. At some point during his approach procedure he lost control and the airplane crashed behind a residential home 200-300 yards north of runway 18 in an unoccupied cow's pasture.

On March 26, at approximately 1546, I received a call from the ROC to provide initial notification concerning the accident. I was given the Trooper on-scene and Airport Manager's contact information. I requested initial contact with the trooper at the scene. Trooper Thornton provided preliminary information to include directions to the accident site. I then requested the ROC to call the NTSB Investigator-On- Duty (Dan Baker).

- I left home at 1700
- Arrived at the FSDO at 1730
- Left the FSDO at 1745

I arrived on scene in Bridgeport, TX at approximately 1900. Trooper Siebeneck provided witness statements, an injury update of the occupants, crash site property owner information, and left the area. The Airport Manager, Harold Calderon was at the wreckage site as well. Mr. Calderon provided photos and airport information. Mr. Calderon stated that the wind gusts at the airport were between 20-22 knots at the time of the accident. He also stated that the pilot also purchased fuel from the airport and was willing to provide video graphic evidence.

At approximately 1915 performed initial review of the aircraft wreckage and observed the following:

Exterior

- Observed path of the flight to include the broken tree limbs that contacted the aircraft
- Ground strikes from airplane making contact
- Right wing sustained substantial damaged on the leading edge from tree contact concentrated from the outboard inwards toward the mid-point
- Right wing flap sustained damage from a barbed wire ripping through over 80% of the assembly as airplane contacted fence

- Right wing taxi light outer lens broken
- Right aileron was disconnected from the wing hinge at its mid-point due to impact and substantially damaged
- Right wing tip/position light assembly was laying on the ground next to the left side of the airplane's fuselage
- Left wing sustained leading and trailing edge damage from tree and ground impacts
- Left wing tip position light assembly was severely damaged from impact and was located several feet to the left of the wing
- Landing Gear was in retracted position
- Aft fuselage was intact but sustained impact damage on the left side near the horizontal stabilator
- The right side of the empennage sustained the most impact damage extending from the stabilator the middle of the empennage
- The V-Tail's surfaces were intact, sustained minor rippling and leading edge damage along the left stabilator
- The tail cone and position indicator light housing was severely fractured and missing a larger portion (later found on the ground aft of the airplane)
- Upper fuselage aft of baggage compartment sustained rippling effect along the entire surface due to the airplane impacting the ground at the nose area
- Cabin fuselage area sustained substantial structural damage

Flight Controls

- Could not determine if flight controls had continuity

Interior

- Aux fuel gauge showed a little under ½ tank
- Main fuel gauge showed empty
- Mixture Control Knob was fully in (full rich)
- Throttle Control Knob was barely extended approximately ¼ inch
- Ignition Switch in the off position
- Landing Gear Circuit Breaker in the open position
- Magnetic compass was loosely lying on the instrument dash
- Pressure Manifold gauge read near 30
- The Emergency Smoke Control Knob was in the out position
- Prop Control Switch was in the auto position
- Fuel selector valve handle was in between "OFF" and "R.H."

Prop

- Prop spinner sustained damaged from tree damage

- Propeller appeared to have very little power on impact due to the curling effect on one blade, the other blade sustained no damage (pilot stated the throttle was at idle)

Engine

- Engine mounts appeared to be fractured from impact
- Engine cowling sustained substantial impact damage
- Generator mail lead torn from airframe terminal

At approximately 2015 spoke to NTSB Investigator Baker regarding the wreckage. Mr. Baker asked the following questions:

- What hospital were the occupants taken to?
- Can someone sit guard the wreckage overnight?
- Are there any storage lots or hangars nearby to conduct a wreckage examination?

At approximately 2020 spoke to State Trooper Thornton who provided the following information:

- Occupants were transported to Medical City (Denton, TX) and Wise Regional Hospital (Decatur, TX), he did not know who went where
- Owner Mr. Weaver was in the left seat and DPE Parks was in the right seat
- Did not know of any storage lots
- Contacted Wise Co. Sheriff for assistance with watching the wreckage site

At approximately 2030 spoke to the home owner face-to-face informing her that I would return the following day to complete my investigation, gave her a business card.

At approximately 2049 contacted Airport Manager Calderon to ask if there was someone local who could assist the NTSB with the wreckage examination. Mr. Calderon provided the contact name and number of a local mechanic (Mike Waynen) at the Bridgeport Airport.

At approximately 2100 provided NTSB Investigator Baker with information concerning available local mechanics, and securing the aircraft wreckage.

At approximately 2114 Trooper Thornton provide information regarding the coordination with the Bridgeport P.D. to secure the accident site and provide routine patrols throughout the night.

At approximately 2130 the Bridgeport P.D. secured the wreckage site with crime scene tape.

At approximately 2145 spoke to the ROC a passed on the hospital location of the two injured occupants.

At approximately 2151 spoke to the NTSB Investigator Baker who stated that Mike Waynen the mechanic would assist with the aircraft inspection.

At approximately 2200 Mike Waynen the mechanic called to coordinate the aircraft inspection and teardown.

Left accident site at approximately 2210

Arrived at the FSDO: 2315

Left the FSDO: 2330

March 27, 2021

Arrived at FSDO: 0715

Left FSDO: 0721

Arrived at accident site: 0830

Weather: Overcast and foggy with mist

Fuel System Inspection:

- L/H wing tank contained fuel
- R/H wing tank showed no signs of fuel
- No fuel to the carburetor
- Wobble pump/fuel selector knob was in between off and right tank

Fuel Flow Test:

- Disconnected engine fuel supply line at carburetor line union
- Aux Position- Positive fuel flow at engine supply line
- Left Position- Positive fuel flow at engine supply line
- Right Position- No fuel flow
- Intermediate Position (between off and right tank)- No fuel flow
- Extracted approximately 6 gals from L/H wing tank
- Extracted approximately 9 gals from R/H wing tank
- No fuel could be extracted from right wing tank

Engine:

- Muffler sustained dent from impact
- #4 Fuel Injector had an insect nest on the lead
- Cabin heater hose disconnected from heater box
- Exhaust manifold had impact damage at #6 cylinder
- Engine firewall substantially damaged
- Fire damage on right side of engine firewall area near
- Starter hose contained a hole
- Fuel Pump line disconnected at carburetor coupling line

- Throttle Cable bracket sheared
- Muffler exhaust hose disconnected
- GSE connector leads disconnected
- Various drain and fuel hoses disconnected from attachment points (could not determine where they belonged due to position of engine and sustained damage)