



Aviation Investigation Final Report

Location:	Plainview, Texas	Accident Number:	CEN25LA082
Date & Time:	January 16, 2025, 19:06 Local	Registration:	N1206Z
Aircraft:	Beech N35	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while approaching to land he placed the airplane into a slip using right rudder and left aileron in order to lose excess altitude. When the airplane was about 100 ft. above the ground the engine stopped producing power. The pilot suspected that fuel flow to the engine was interrupted because the fuel migrated away from the fuel pickup during the slip resulting in a loss of engine power. He reported that there were no mechanical malfunctions or failures of the airplane.

Probable Cause and Findings

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

Fuel starvation due to fuel migration during the pilot induced slipping maneuver.

Findings

Aircraft	Fuel - Fluid management
Personnel issues	Fuel planning - Pilot
Personnel issues	Use of policy/procedure - Pilot

Factual Information

History of Flight

Approach	Fuel starvation (Defining event)
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Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 3, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4131 hours (Total, all aircraft), 399 hours (Total, this make and model), 4131 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1206Z
Model/Series:	N35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-6678
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 2024 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6008 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO-470-N
Registered Owner:	On file	Rated Power:	260 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KPVW,3374 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:55 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	5°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Plainview, TX	Type of Flight Plan Filed:	None
Destination:	Plainview, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	HALE COUNTY PVW	Runway Surface Type:	Asphalt
Airport Elevation:	3374 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:	04/22	IFR Approach:	None
Runway Length/Width:	5997 ft / 100 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.17,-101.72

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Rolf Sherman; FAA - LBB FSDO; Lubbock, TX
Original Publish Date:	February 21, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=199567

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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](#).