



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Gladewater, Texas	Accident Number:	WPR23LA104
Date & Time:	February 5, 2023, 13:16 Local	Registration:	N123JV
Aircraft:	Beech F35	Aircraft Damage:	Substantial
Defining Event:	Unknown or undetermined	Injuries:	4 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

On the return leg of a cross-country flight, while on final approach at the planned destination, the pilot stated that he experienced moderate turbulence while attempting to land. The airplane floated about halfway down the runway, so he executed a go-around.

The pilot reported that the engine abruptly lost power during the go-around and the airplane only climbed about 100 ft above ground level. He maneuvered to avoid obstacles at the end of the runway and then the engine lost total power. He initiated a forced landing, during which the airplane's right wing struck a tree. The airplane then impacted a pond and came to rest submerged in the water, with only the empennage and top of the fuselage visible above the waterline.

Postaccident examination of the airframe and engine revealed no evidence of preimpact failures or malfunctions that would have precluded normal operation. Thus, the reason for the total loss of engine power could not be determined.

Probable Cause and Findings

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

The loss of engine power for undetermined reasons.

Findings

Aircraft	(general) - Unknown/Not determined
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Approach	Loss of engine power (total)
Unknown	Unknown or undetermined (Defining event)

On February 5, 2023, about 1316 central standard time, a Beech F-35 airplane, N123JV, was substantially damaged when it was involved in an accident near Gladewater, Texas. The pilot and three passengers sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that on the return leg of a cross-country flight, while landing at the planned destination, he switched to the left fuel tank on downwind and noticed that the windsock indicated a strong westerly crosswind. He continued in the traffic pattern and turned left base and then final. While on final approach, the pilot stated that he experienced moderate turbulence and, while attempting to land, the airplane floated about halfway down the runway, so he aborted the landing and executed a go-around.

The engine abruptly lost power during the go-around and the airplane only climbed about 100 ft above ground level. He maneuvered to avoid obstacles at the end of the runway, then the engine lost total power, and he initiated a forced landing. During the forced landing, the airplane’s right wing struck a tree and was substantially damaged. The airplane then impacted a pond and came to rest submerged in the water, with only the empennage and top of the fuselage visible above the waterline.

Postaccident examination of the airframe and engine revealed no evidence of preimpact failures or malfunctions that would have precluded normal operation. The airplane was equipped with a pressure type carburetor. According to the Federal Aviation Administration Pilot’s Handbook of Aeronautical Knowledge, “the danger of fuel vaporization icing is practically eliminated,” in this type of carburetor.

Pilot Information

Certificate:	Private	Age:	63,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 29, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 31, 2022
Flight Time:	(Estimated) 257 hours (Total, all aircraft), 117 hours (Total, this make and model)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Rear
Other Aircraft Rating(s):	Restraint Used:	Lap only
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N123JV
Model/Series:	F35	Aircraft Category:	Airplane
Year of Manufacture:	1955	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-4024
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 2022 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6411.2 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed	Engine Model/Series:	E225 SERIES
Registered Owner:	On file	Rated Power:	225 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KJXI, 415 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	13:15 Local	Direction from Accident Site:	6°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	18°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Haleyville, AL (1M4)	Type of Flight Plan Filed:	None
Destination:	Gladewater, TX (07F)	Type of Clearance:	VFR
Departure Time:	10:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	Gladewater Municipal Airport 07F	Runway Surface Type:	Asphalt
Airport Elevation:	297 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	3299 ft / 75 ft	VFR Approach/Landing:	Forced landing; Go around; Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	4 Minor	Latitude, Longitude:	32.528833, -94.97175 (est)

Administrative Information

Investigator In Charge (IIC): Nixon, Albert

Additional Participating Persons: Rachel Cameron; FAA; Dallas, TX
Dwayne Holt; FAA; Dallas, TX

Original Publish Date: June 5, 2024

Last Revision Date:

Investigation Class: [Class 3](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=106692>

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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](#).