



Aviation Investigation Final Report

Location:	LAPORTE, Texas	Accident Number:	FTW87FA175
Date & Time:	July 23, 1987, 17:00 Local	Registration:	N2315S
Aircraft:	CESSNA 337B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT HAD BEEN SITTING OUTSIDE IN THE WX SINCE ITS LAST ANNUAL INSPECTION ON 12/1/84. AFTER PURCHASING THE AIRCRAFT, THE PILOT (WHO IS AN AIRCRAFT AND POWERPLANT MAINTENANCE TECHNICIAN) EXAMINED IT AND A FERRY PERMIT WAS ISSUED BY FAA FOR THE PROPOSED FERRY FLIGHT TO THE PILOT'S HOME BASE. UNKNOWN TO THE PILOT THE MAIN FUEL LINE TO THE REAR ENGINE WAS PARTIALLY BLOCKED BY A FOREIGN MATERIAL. THIS BLOCKAGE ALLOWED ADQUATE FUEL FLOW FOR A SUSTAINED STATIC OPERATION AT 1000-1500 RPM AND A BRIEF BURST OF POWER AT FULL THROTTLE. HOWEVER, IT WAS INADEQUATE FOR A SUSTAINED HIGH POWER SETTING AND AS A RESULT DURING THE INITIAL CLIMB THE REAR ENGINE POWER REDUCED TO A LEVEL OF 1200-1500 RPM. THE PILOT WAS UNABLE TO MAINTAIN FLIGHT AND HEADED FOR THE NEAREST AVAILABLE LANDING SITE. HE LOST FLYING SPEED WHILE PULLING UP TO AVOID TREES AT THE EDGE OF THE SITE AND HE ACFT THEN MUSHED TO A TOUCHDOWN WITH A RESULTANT HARD LANDING.

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(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - CONTAMINATION
2. (C) FUEL SYSTEM,LINE - BLOCKED(PARTIAL)
3. (F) MAINTENANCE,INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

4. (F) EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. (F) OBJECT - TREE(S)
8. (F) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
9. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	49, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 26, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1802 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2315S
Model/Series:	337B 337B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3370615
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 1, 1984 Annual	Certified Max Gross Wt.:	4300 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1250 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C4D
Registered Owner:	VERNON DUKE	Rated Power:	210 Horsepower
Operator:	VERNON R. DUKE	Operating Certificate(s) Held:	None
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:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	HANKAMER , TX	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	LAPORTE MUNIC. T41	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	29.660448,-95.040733(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, J
Additional Participating Persons:	LEONARD MOORE; HOUSTON , TX
Original Publish Date:	August 31, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=22261

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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](#).