



Aviation Investigation Final Report

Location:	NEW ORLEANS, Louisiana	Accident Number:	FTW87LA019
Date & Time:	November 19, 1986, 22:05 Local	Registration:	N879SA
Aircraft:	CESSNA 337	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

DURING AN INSTRUMENT APPROACH AND THE SUBSEQUENT MISSED APPROACH, BOTH ENGINES FAILED DUE TO FUEL STARVATION. IT HAS BEEN DETERMINED THAT AS MUCH AS SIX GALLONS OF FUEL WAS CONTAINED IN THE AUXILLARY TANKS AT THE TIME OF THE ACCIDENT BUT THAT NONE WAS CONTAINED BETWEEN THE FUEL SELECTOR VALVES AND THE ENGINES.

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: MISSED APPROACH (IFR)

Findings

1. (C) FLUID,FUEL - STARVATION
 2. (F) MISSED APPROACH - ATTEMPTED - PILOT IN COMMAND
 3. (F) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 4. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 14, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N879SA
Model/Series:	337 337	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	33701422
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4630 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C
Registered Owner:	ARTHUR C. OLIVER	Rated Power:	210 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	NEW ,8 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	21:11 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Unknown / 700 ft AGL	Visibility	3 miles
Lowest Ceiling:	Broken / 700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / 19°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	RALEIGH DURHAM , NC (LEI)	Type of Flight Plan Filed:	VFR/IFR
Destination:	NEW ORLEANS , LA (NEW)	Type of Clearance:	VFR
Departure Time:	15:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	NEW ORLEANS NEW	Runway Surface Type:	Concrete
Airport Elevation:	8 ft msl	Runway Surface Condition:	Wet
Runway Used:	18R	IFR Approach:	ILS
Runway Length/Width:	6700 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	29.980831,-90.090751(est)

Administrative Information

Investigator In Charge (IIC):	Edwards, Armond
Additional Participating Persons:	RALPH L WILSON; JOHN ABLE; BATON ROUGE , LA
Original Publish Date:	May 2, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=22300

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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](#).