



Aviation Investigation Final Report

Location:	COLUMBUS, Ohio	Accident Number:	ATL88LA024
Date & Time:	October 26, 1987, 20:14 Local	Registration:	N11GL
Aircraft:	CESSNA 337C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PIC RPTED REAR ENG QUIT AFTER TAKE-OFF. FUEL SELECTOR FOUND ON RIGHT MAIN TANK WHICH WAS EMPTY. PROP WAS NOT FEATHERED AND LANDING GEAR WAS FOUND IN TRANSIENT POSITION AFTER CRASH. OWNERS MANUAL CAUTIONS AGAINST HIGHER DRAG WITH GEAR IN TRANSIT DUE TO LARGE GEAR DOORS AND LESS SINGLE ENGINE CAPABILITY WITH FRONT ENGINE. PIC STARTED TURN BACK TO ARPT IMMEDIATELY AFTER ENGINE FAILURE. MINIMAL SINGLE ENGINE CAPABILITY WAS FURTHER DEGRADED BY NON-PERFORMANCE OF EMERGENCY PROCEDURE, PREMATURE MANEUVERING, AND DELAYED GEAR RETRACTION. THE ACFT WAS NOT ABLE TO MAINTAIN ALTITUDE AND, AFTER UNSUCCESSFULLY ATTEMPTING TO RESTART THE REAR ENGINE, THE PLT SELECTED A FORCED LANDING AREA. ON FINAL, POWER LINES WERE OBSERVED AND IN AN EFFORT TO AVOID THEM, TWO UTILITY POLES WERE STRUCK.

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: TAKEOFF - INITIAL CLIMB

Findings

1. 1 ENGINE
2. (C) FLUID,FUEL - STARVATION
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (C) MANEUVER - IMPROPER - PILOT IN COMMAND
5. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
6. (C) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

7. (F) OBJECT - UTILITY POLE

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	33, 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--no waivers/lim.	Last FAA Medical Exam:	February 6, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	543 hours (Total, all aircraft), 66 hours (Total, this make and model), 454 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N11GL
Model/Series:	337C 337C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3370829
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3901 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-360C
Registered Owner:	BELFORD, RICHARD	Rated Power:	210 Horsepower
Operator:	BELFORD, RICHARD F.	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:	Night/dark
Observation Facility, Elevation:	CMH ,816 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	20:27 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	20:12 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	PORT COLUMBUS INTL. CMH	Runway Surface Type:	Dirt
Airport Elevation:	816 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5001 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	40.009494,-82.919998(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	PAUL TEXTOR; COLUMBUS , OH BARRY BASSEE; COLUMBUS , OH JAMES YARBROUGH; COLUMBUS , OH JERALD WOMICK; COLUMBUS , OH
Original Publish Date:	January 11, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7666

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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](#).