



National Transportation Safety Board Aviation Accident Final Report

Location:	LA PORTE, TX	Accident Number:	FTW83LA103
Date & Time:	02/03/1983, 1640 CST	Registration:	N4BX
Aircraft:	CESSNA P337H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

SHORTLY AFTER LIFT-OFF, THE ACFT STARTED ITS INITIAL CLIMB, THEN ENTERED A SLOW DESCENT. THE FLIGHT WAS CONTINUED UNTIL THE ACFT COLLIDED WITH A TV CABLE, SUSPENDED BELOW TELEPHONE CABLES ON THE SAME POLES. THE ACFT CONTACTED THE GROUND, BOUNCED & BECAME AIRBORNE 2 TIMES, THEN CONTINUED ON THE GROUND. THE PLANE CROSSED A ROAD, HIT A ROAD SIGN, RAN THROUGH A FENCE, HIT A DETACHED GARAGE, THEN FLIPPED INVERTED & STOPPED. THE PLT STATED THAT THE REAR ENGINE LOST EITHER PARTIAL OR ALL POWER. A MECHANIC REPORTED SEEING THE ACFT TAXI WITH THE AFT ENGINE NOT OPERATING. REPORTEDLY, HE WAS UNABLE TO STOP THE PLT TO TELL HIM. NO ROTATIONAL DAMAGE WAS NOTED ON THE AFT PROPELLER. DURING AN OPERATIONAL EXAM OF THE POWER PLANTS, THE AFT ENGINE CHECKED NORMAL, BUT THE FRONT ENGINE WOULD DEVELOP ONLY APRX 200 HP INSTEAD OF THE 225 RATED TAKEOFF HP DUE TO A FAULTY ENGINE TURBO CONTROLLER. THE PLT TOLD A POLICE OFFICER THAT HE HAD A COUPLE OF DRINKS & WAS ARRESTED FOR INTOXICATION WHEN HE REFUSED A BREATHALIZER TEST.

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) - MECH FAILURE/MALF
Phase of Operation: UNKNOWN

Findings

1. (F) EXHAUST SYSTEM,TURBOCHARGER - FAILURE,PARTIAL

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

2. (C) JUDGMENT - POOR - PILOT IN COMMAND
3. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
4. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. (F) AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
6. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. (F) OBJECT - WIRE,TRANSMISSION

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

8. (F) OBJECT - FENCE
9. (F) OBJECT - BUILDING(NONRESIDENTIAL)

Occurrence #4: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/23/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	16698 hours (Total, all aircraft), 260 hours (Total, this make and model), 16232 hours (Pilot In Command, all aircraft), 112 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4BX
Model/Series:	P337H P337H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	P3370307
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	4630 lbs
Time Since Last Inspection:	122 Hours	Engines:	2 Reciprocating
Airframe Total Time:	660 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-360-C
Registered Owner:	TALMADGE TINSLEY CO., INC.	Rated Power:	225 hp
Operator:	TALMADGE TINSLEY CO., INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	HUNTSVILLE, TX (T39)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D

Airport Information

Airport:	LA PORTE (T41)	Runway Surface Type:	Macadam
Airport Elevation:	50 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	J. O JOHNSON	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).