



National Transportation Safety Board Aviation Accident Factual Report

Location:	RED BLUFF, CA	Accident Number:	LAX95LA177
Date & Time:	05/02/1995, 1136 PDT	Registration:	N6636R
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

On May 2, 1995, at 1136 hours Pacific daylight time, a Beechcraft C23, N6636R, sustained substantial damage during a landing approach at Red Bluff, California. The aircraft was owned and operated by the pilot and was on a cross-country flight. Visual meteorological conditions prevailed at the time, and a VFR flight plan was filed for the operation. The certificated commercial pilot and his pilot-rated passenger both sustained serious injuries. The flight originated from the Half Moon Bay airport in Half Moon Bay, California, at 1000 on the day of the accident.

The pilot reported that when he attempted to make a throttle adjustment, he was able to move the throttle control, however, it had no effect on the engine rpm. He reported that he was about 8 to 10 miles from the Red Bluff airport at the time, and continued on to his destination. After entering downwind for runway 15 and abeam his touchdown point, the pilot shut down the engine and attempted to glide the remainder of the distance on the approach. The aircraft touched down short of the airport boundary and struck an embankment.

A postaccident inspection of the aircraft by a Federal Aviation Administration (FAA) airworthiness inspector revealed that the throttle linkage between the throttle lever and the throttle rod end was separated. The connecting bolt (AN3-6), with a castellated locking nut (M21042L3), and smooth spacer (AN960-10), were all missing.

On April 20, 1995, the engine was reinstalled in the aircraft after a major overhaul. The engine controls were rigged and an operational check of all powerplant systems and controls was performed. According to an entry in the aircraft logbook, the aircraft was test flown and returned to service with total time on the airframe of 2,220 hours, and an engine tachometer reading of 2,220 hours.

On May 1, 1995, the aircraft completed an annual inspection and was found to be airworthy. An airframe and powerplant mechanic with inspection authorization, made an airworthiness entry in the aircraft logbook with total time for the airframe and engine of 2,220 hours.

At the time of the accident, the engine tachometer read 2,223 hours. The mechanic who

performed the reinstallation reported to FAA inspectors that the bolt had been reinstalled and that a cotter pin had also been installed in the process. The mechanic who performed the annual inspection reported to FAA inspectors that he had not looked that closely at the engine since it had just been installed and inspected by another mechanic.

The manufacturer reported that the design of the assembly does not place loads on the bolt that would be sufficient to produce an overload failure.

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	03/21/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2067 hours (Total, all aircraft), 532 hours (Total, this make and model), 1989 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6636R
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	M1590
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/02/1995, Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2223 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360--A4J
Registered Owner:	DONALD EUGENE LANDEN	Rated Power:	180 hp
Operator:	DONALD EUGENE LANDEN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RBL, 349 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1140 PDT	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 11° C
Precipitation and Obscuration:			
Departure Point:	HALF MOON BAY, CA (HAF)	Type of Flight Plan Filed:	VFR
Destination:	, CA (RBL)	Type of Clearance:	None
Departure Time:	1000 PDT	Type of Airspace:	Class E

Airport Information

Airport:	RED BLUFF (RBL)	Runway Surface Type:	Asphalt
Airport Elevation:	349 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5984 ft / 150 ft	VFR Approach/Landing:	Forced Landing; Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT R CRISPIN
Additional Participating Persons:	DELVINY A PATNO; SACRAMENTO, CA THOMAS R CAMPAGNOLA; WICHITA, KS
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .