National Transportation Safety Board
Aviation Accident Data Summary

Location:	RED BLUFF, CA	**Accident Number:**	LAX95LA177
Date & Time:	05/02/1995, 1136 PDT	**Registration:**	N6636R
Aircraft:	BEECH C23	**Injuries:**	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT SAID THAT WHEN HE TRIED TO MAKE A THROTTLE ADJUSTMENT IT HAD NO EFFECT ON THE ENGINE RPM. AFTER ENTERING DOWNWIND ABEAM HIS TOUCHDOWN POINT, HE SHUT DOWN THE ENGINE AND ATTEMPTED TO GLIDE THE REMAINDER OF THE DISTANCE. THE AIRCRAFT TOUCHED DOWN SHORT OF THE RUNWAY AND STRUCK AN EMBANKMENT. AN INSPECTION OF THE AIRCRAFT REVEALED THAT THE THROTTLE LINKAGE HAD SEPARATED FROM THE CARBURETOR THROTTLE ARM. THE BOLT, CASTELLATED NUT, AND WASHER WHICH SECURES THE ASSEMBLY TOGETHER WERE NOT PRESENT. THE ENGINE WAS REINSTALLED IN THE AIRCRAFT FOLLOWING A MAJOR OVERHAUL, 1 MONTH AND 2 OPERATING HOURS PRIOR TO THE ACCIDENT. AN ANNUAL INSPECTION WAS ALSO COMPLETED AND SIGNED OFF AT THAT TIME. THE MECHANIC WHO PERFORMED THE ENGINE REINSTALLATION SAID 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 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.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
the separation of the throttle linkage due to improper installation, and the pilot's misjudgement of the glide path necessary to reach the runway prior to shutting down the engine.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings
1. (C) THROTTLE/POWER LEVER,LINKAGE - DISCONNECTED
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PERSONNEL
3. (C) MAINTENANCE,INSPECTION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

4. ENGINE SHUTDOWN - PERFORMED - PILOT IN COMMAND

Occurrence #3: FORCED LANDING
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
5. TERRAIN CONDITION - BERM
6. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Pilot Information

Certificate:	Commercial	**Age:**	66
Airplane Rating(s):	Single-engine Land	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
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	**Engines:**	1 Reciprocating
Operator:	DONALD EUGENE LANDEN	**Engine Manufacturer:**	LYCOMING
Operating Certificate(s) Held:	None	**Engine Model/Series:**	O-360--A4J
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Day
Observation Facility, Elevation:	RBL, 349 ft msl	**Weather Information Source:**	Weather Observation Facility
Lowest Ceiling:	Broken / 2500 ft agl	**Wind Speed/Gusts, Direction:**	10 knots / , 160°
Temperature:	17°C	**Visibility**	30 Miles
Precipitation and Obscuration:			
Departure Point:	HALF MOON BAY, CA (HAF)	**Destination:**	, CA (RBL)

Airport Information

Airport:	RED BLUFF (RBL)	**Runway Surface Type:**	Asphalt
Runway Used:	15	**Runway Surface Condition:**	Dry
Runway Length/Width:	5984 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ROBERT R CRISPIN	**Adopted Date:**	09/24/1995
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.ntsb.gov/pubdms/.		