



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	WILLIS, VA	<b>Accident Number:</b>	BFO94LA001
<b>Date &amp; Time:</b>	11/01/1993, 0849 EST	<b>Registration:</b>	N94440
<b>Aircraft:</b>	UNIVAIR ERCOUPE 415E	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that while cruising at an altitude of 3,500 feet mean sea level, he attempted to increase power. He said that at that point, he lost throttle control and the engine went to idle. The pilot executed a forced landing and collided with the top of automobile in a residential area during the landing. Because of the mountainous, forested terrain he said he was unable to reach a suitable landing area. An examination of the airplane revealed the throttle cable assembly fitting failed and separated from its housing which prevented the pilot from manipulating the throttle.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the airplane's throttle cable fitting due to undetermined reasons, which prevented the pilot from applying power above engine idle. A factor in this accident was the lack of suitable terrain for the pilot to complete a forced landing without damaging the airplane.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) THROTTLE/POWER LEVER, LINKAGE - FAILURE, TOTAL
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. (C) THROTTLE/POWER CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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

### Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE
5. OBJECT - VEHICLE

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	67
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1332 hours (Total, all aircraft), 79 hours (Total, this make and model), 1332 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	UNIVAIR	<b>Registration:</b>	N94440
<b>Model/Series:</b>	ERCOUPE 415E ERCOUPE 41	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	LEONARD ROMANIK	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	C-85-12
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	20 knots / 25 knots, 5°
<b>Temperature:</b>	2°C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BLACKSBURG, VA (BCB)	<b>Destination:</b>	APPALACHICOLA, FL (AAF)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	RICHARD V CHILDRESS	<b>Adopted Date:</b>	12/02/1994
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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