



National Transportation Safety Board Aviation Accident Final Report

Location:	SANTA FE, NM	Accident Number:	DEN84LA080
Date & Time:	02/01/1984, 1615 MST	Registration:	N4096B
Aircraft:	BELLANCA 17-30A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT NOTICED THE THROTTLE STICKING ON TAKEOFF AND TRIED TO ABORT THE TAKEOFF BUT THE THROTTLE WAS BINDING. THE ACFT TOOKOFF AT A BELOW NORMAL SPEED AND HAD TO BE LANDED. SUBSEQUENTLY, THE ACFT IMPACTED THE GROUND & SEVERAL TREES. AN ENGINEER SAID THE THROTTLE FRICTION SHOULD HAVE BEEN NOTICEABLE TO THE PLT FOR SOME TIME PRIOR TO THE ACCIDENT. A MECHANIC SAID THE CABLE IS SUPPOSE TO BE INSPECTED ON THE ANNUAL INSPECTION FOR 'FREEDOM OF MOVEMENT'. THE LAST ANNUAL WAS APRX 8 MOS BEFORE THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: TAKEOFF

Findings

1. (F) THROTTLE/POWER LEVER,CABLE - BINDING(MECHANICAL)
2. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. (C) THROTTLE/POWER LEVER,CABLE - JAMMED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/12/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1981 hours (Total, all aircraft), 1594 hours (Total, this make and model), 1981 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N4096B
Model/Series:	17-30A 17-30A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	76-30833
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	06/03/1983, 100 Hour	Certified Max Gross Wt.:	3325 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1679 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-KIA
Registered Owner:	ROBERT ORR	Rated Power:	300 hp
Operator:	ROBERT ORR	Operating Certificate(s) Held:	

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:	Clear / 0 ft agl	Visibility	100 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	MONAHANAS, TX (E01)	Type of Clearance:	None
Departure Time:	1615 MST	Type of Airspace:	Class D

Airport Information

Airport:	SANTA FE CO. (SAF)	Runway Surface Type:	Dirt
Airport Elevation:	6344 ft	Runway Surface Condition:	Rough
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	6297 ft / 100 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	FRED R WINNINGHAM	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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).