



National Transportation Safety Board Aviation Accident Data Summary

Location:	SANTA FE, NM	Accident Number:	DEN84LA080
Date & Time:	02/01/1984, 1615 MST	Registration:	N4096B
Aircraft:	BELLANCA 17-30A	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

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)

Pilot Information

Certificate:	Private	Age:	57
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	ROBERT ORR	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	IO-520-KIA
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:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:		Visibility	100 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	MONAHANAS, TX (E01)

Airport Information

Airport:	SANTA FE CO. (SAF)	Runway Surface Type:	Dirt
Runway Used:	33	Runway Surface Condition:	Rough
Runway Length/Width:	6297 ft / 100 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): FRED R WINNINGHAM

Adopted 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.