



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	San Marcos, TX	<b>Accident Number:</b>	DFW08CA149
<b>Date &amp; Time:</b>	05/02/2008, 1650 CDT	<b>Registration:</b>	N1255R
<b>Aircraft:</b>	Bellanca 14-13-3A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot was within 5 miles of his destination airport at the termination of a short cross country flight at 2000 feet above ground level. When the pilot reduced throttle to begin his descent the engine went to idle and throttle control was no longer available. The pilot decided to attempt to make his destination airport but landed in an open field short of the runway. The airplane sustained substantial damage to the left wing main spar. The pilot received no injuries. Upon investigation of the engine it was discovered that the throttle cable clevis swag failed at the cable housing and throttle control was no longer available.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the throttle cable clevis swage. Contributing to the accident was the uneven terrain available for landing.

## Findings

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

### Findings

1. (C) THROTTLE/POWER LEVER, LINKAGE - FAILURE
2. THROTTLE/POWER CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With Waivers/Limitations	<b>Last Medical Exam:</b>	03/01/2008
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	08/01/2007
<b>Flight Time:</b>	16000 hours (Total, all aircraft), 36 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Bellanca	<b>Registration:</b>	N1255R
<b>Model/Series:</b>	14-13-3A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4319
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	04/01/2008, Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2783 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470-F
<b>Registered Owner:</b>	Christopher Kelly Harper	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	On file	<b>Air Carrier Operating Certificate:</b>	None
<b>Operator Does Business As:</b>	Personal Flight	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KHYI, 128 ft msl	Observation Time:	1655 CDT
Distance from Accident Site:	1 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	80°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	28° C / 17° C
Lowest Ceiling:	Broken / 4200 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	/ 18 knots, 350°	Visibility (RVR):	
Altimeter Setting:	29.75 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Manvel, TX (3T2)	Type of Flight Plan Filed:	None
Destination:	San Marcos, TX (KHYI)	Type of Clearance:	None
Departure Time:	1600 CDT	Type of Airspace:	

## Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used:	IFR Approach:
Runway Length/Width:	VFR Approach/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		

## Administrative Information

Investigator In Charge (IIC):	William H Gamble	Adopted Date:	07/30/2008
Additional Participating Persons:	Robert Airspe; San Antonio, TX		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 <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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