



Aviation Investigation Final Report

Location:	WEST PALM BEACH, Florida	Incident Number:	MIA89IA118
Date & Time:	March 29, 1989, 10:23 Local	Registration:	N4740F
Aircraft:	CESSNA P206B	Aircraft Damage:	None
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

AFTER TAKEOFF WHILE CLIMBING TO CRUISE, THE PLT PULLED THE THROTTLE TO REDUCE POWER, BUT WAS UNABLE. HE THEN ADVISED ATC & REQUESTED LANDING ON THE LONGEST RWY. ATC VECTORED THE ACFT TO THE WEST & WHEN IT WAS 3 MILES FROM THE RWY, THE ENG RPM DROPPED TO IDLE. THE PLT LANDED THE ACFT IN A FIELD. AN INVESTIGATION REVEALED THE THROTTLE CONTROL ARM AT THE FUEL CONTROLLER FAILED. VIBRATION THEN CAUSED THE THROTTLE TO VIBRATE TO IDLE. REPORTEDLY, IT WAS WORN & HAD FAILED DUE TO POOR MAINTENANCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: FAILURE OF THE THROTTLE CONTROL ARM RESULTING IN THE LOSS OF ENGINE POWER. THE FAILURE WAS CAUSED BY POOR MAINTENANCE.

Findings

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

Findings

1. (C) FUEL INJECTION CONTROL, LINKAGE - WORN
2. (C) FUEL INJECTION CONTROL, LINKAGE - FAILURE, TOTAL
3. (C) MAINTENANCE - POOR - OTHER MAINTENANCE PERSONNEL

Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: APPROACH

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 19, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	725 hours (Total, all aircraft), 406 hours (Total, this make and model), 660 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4740F
Model/Series:	P206B P206B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P206-0340
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	March 3, 1988 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	270 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4104 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520-A
Registered Owner:	WILLIAMS, LINDY C	Rated Power:	285 Horsepower
Operator:	WILLIAMS, LINDY C.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PBI ,19 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 2900 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	NASSAU , OF (MYNN)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.780403,-80.059852(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: August 26, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32329>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).