



Aviation Investigation Final Report

Location:	Abingdon, Illinois	Accident Number:	CHI08CA056
Date & Time:	December 29, 2007, 15:30 Local	Registration:	N94131
Aircraft:	Ercoupe (Eng & Research Corp.) 415D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he performed a fly-by at a restricted landing area and when he applied power the engine did not respond. He attempted a 180 degree turn to land on the runway in the opposite direction, but the right wing tip struck the ground prior to the completion of the turn. Post accident examination of the airplane revealed that a clamp attached to the engine mount that secured the throttle cable to the engine mount structure had rotated. This prevented the opening of the carburetor butterfly when the throttle was advanced. Additional information obtained during the investigation revealed that the pilot's most recent application for a medical certificate was denied on November 14, 2003. Federal Aviation Administration regulations state that a person operating a airplane as a light sport aircraft must have been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application if that person has applied for a medical certificate in the past. In addition, the accident airplane, an Ercoupe 415D, which has a maximum gross weight of 1,400 pounds, does not comply with the 1,320 pound maximum gross weight limitation prescribed in the regulations.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loose clamp on the throttle cable which prevented application of engine power. A factor in the accident was the low altitude when the throttle cable slipped.

Findings

Factual Information

History of Flight

Pilot Information

Certificate:	Sport Pilot	Age:	79, Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	December 1, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2006
Flight Time:	710 hours (Total, all aircraft), 164 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe (Eng & Research Corp.)	Registration:	N94131
Model/Series:	415D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1454
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-200
Registered Owner:	On file	Rated Power:	100
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	GALESBURG, IL (GBG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	40.79972,-90.438613

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Kerry Gambrel; Springfield, IL
Original Publish Date:	February 28, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=67477

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).