



Aviation Investigation Final Report

Location:	MOUNT AIRY, North Carolina	Accident Number:	ATL86LA118
Date & Time:	April 25, 1986, 14:40 Local	Registration:	N27529
Aircraft:	TAYLORCRAFT BLT-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE PILOT STATED THAT THE ENGINE LOST POWER TO IDLE RPM FOLLOWED BY A FORCED LANDING IN TREES. EXAMINATION OF THE AIRCRAFT DETERMINED THAT A SNAP RING WHICH HELD THE THROTTLE CABLE HOUSING IN PLACE IN THE INSTRUMENT PANEL CAME LOOSE. WITHOUT THE SNAP RING THE THROTTLE CABLE FLEXED INSTEAD OF ACTUATING THE CARBURETOR THROTTLE LEVER. THE RESULT WAS THAT THE ENGINE RPM COULD NOT BE CONTROLLED AND THE ENGINE RAN AT IDLE POWER.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) THROTTLE/POWER LEVER,CABLE - LOOSE
 2. (F) MAINTENANCE,INSPECTION - NOT OBTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 2, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2805 hours (Total, all aircraft), 218 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N27529
Model/Series:	BLT-65 BLT-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2171
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 1, 1984 Annual	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1600 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-145-B2
Registered Owner:		Rated Power:	65 Horsepower
Operator:	NEWELL E. BAKER, JR.	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:	INT ,970 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	14:46 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 15000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PILOT MOUNTAIN , NC	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MOUNT AIRY-SURRY COUNTY MWK	Runway Surface Type:	
Airport Elevation:	1241 ft msl	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:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.500457,-80.609085(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	THOMAS GLOVER; WINSTON , NC
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7093

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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](#).