



Aviation Investigation Final Report

Location:	Little Falls, Minnesota	Accident Number:	CEN13CA262
Date & Time:	April 25, 2013, 19:00 Local	Registration:	N94305
Aircraft:	ENGINEERING & RESEARCH 415-C	Aircraft Damage:	Substantial
Defining Event:	Powerplant sys/comp malf/fail	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was performing takeoffs and landings when the accident occurred. He said that on one of the landings, when the airplane was on the downwind leg of the traffic pattern, the engine went to idle. The pilot attempted to land the airplane on the runway, but the airplane struck a fence short of the runway. Examination of the airplane revealed that the outer flexible sheath of the throttle cable came loose from the crimped metal sleeve, which was part of the instrument panel fitting. Movement of the cockpit throttle control would not actuate the throttle arm of the carburetor. Records indicated that the airplane was manufactured in 1946 and the throttle cable appeared to be original. No entry indicating replacement of the cable was found in the airplane's maintenance records.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the airplane's throttle cable.

Findings

Aircraft	Power lever - Failure
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Factual Information

History of Flight

Approach-VFR pattern downwind	Powerplant sys/comp malf/fail (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 11, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 1, 2012
Flight Time:	2200 hours (Total, all aircraft), 5 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENGINEERING & RESEARCH	Registration:	N94305
Model/Series:	415-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1528
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 24, 2012 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1300 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C85-12-F
Registered Owner:	On file	Rated Power:	85 Horsepower
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:	LXL,1123 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:56 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	7°C / -4°C
Precipitation and Obscuration:			
Departure Point:	Little Falls, MN (LXL)	Type of Flight Plan Filed:	None
Destination:	Little Falls, MN (LXL)	Type of Clearance:	None
Departure Time:	18:55 Local	Type of Airspace:	

Airport Information

Airport:	Little Falls/Morrison County LXL	Runway Surface Type:	Asphalt
Airport Elevation:	1123 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	4010 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	45.949443,-94.346946

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	David R Nelson; FAA - Minneapolis FSDO; Minneapolis, MN
Original Publish Date:	August 29, 2013
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=86838

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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](#).