

VIA CERTIFIED MAIL

September 3, 2017

Bruce Mayes
[REDACTED]
[REDACTED]

Mr. John DeLisi
Director, Office of Aviation Safety
National Transportation Safety Board
490 L'Enfant Plaza East, S.W.
Washington D.C., 20594

Re: Accident Investigation Number: CEN16LA275

Dear Mr. DeLisi:

Thank you for your August 28, 2017 letter in which you describe errors and changes to the factual report for NTSB case number CEN16LA275. Your quick reply is appreciated. However, I must appeal to the Board for a petition for reconsideration or modification in accordance with 49 CFR §845.41 in regard to incorrect conclusions and inaccuracies relative to #CEN16LA275.

1. In your paragraph 2 you state that "the NTSB didn't contact, or hire Smith Aeronautical for an investigative report nor do we base factual information on third-party professional opinion."

Fact: The insurance company and their contracted investigator clearly represented themselves as agents acting for the NTSB. The NTSB IIC acknowledged talking with the same insurance representatives. Please see enclosure emails dated September 10, 2016 and September 29, 2017 in which the IIC was aware of, and involved in discussions related to the third party investigation. Additionally, my contemporaneous communications log (not attached) details such an arrangement as explained to me by the third party.

2. Your paragraph 4 correctly assigns to me the email indicating an attached picture was the repair in question. However, it is not correct that the picture represents the repair. Instead it is a picture taken during the repair process and does not show the throttle linkage which failed. It depicts the fuel mixture cable and bolt. This is easily verified through documentation. That picture attribution was my error and sent at the request of the IIC less than 12 hours after the accident under the haze of the accident which led to the poorly labeled email.

3. In your paragraph 5 you state that the factual report paragraph 7 is factually accurate. Unfortunately, paragraph 7 is severely lacking important and relevant information. Without this critical information, the factual report will not be an accurate recording of the investigation. In a telephonic statement I made on October 14, 2016, Mr. Bill Howell RAP FSDO and IIC stated he was "wrapping things up" and had a couple of questions for me: "When the on scene investigator got to the airplane the top cowl was removed, did you remove the cowl?" I stated that we evacuated the airplane and I returned to the cockpit to turn off the fuel, battery and ELT. I then removed the top cowl to disconnect the battery just as three first responders arrived. After placing the top cowl on the grass, I saw the disconnected throttle linkage and made the three Fire Rescue personnel come and view the situation. I asked them to notice that I did not touch anything nor should they and that the throttle cable was lying on the engine compartment floor. I then asked for, and recorded their names telling them that they may be needed to verify what

they saw at a future date. I offered to Mr. Howell that I disconnected the battery in the presence of the collected group and did not touch anything else. I did take photographs of the linkage.

4. The factual report paragraph 9 states:

The airplane was recovered to the salvage yard located at Beegles Aircraft Service, Greeley, Colorado. During an inspection there, Beegles personnel reported that after removing the top cowl, they found a bolt, laying in a bottom area of the cowl. The bolt, however, had manufactured holes in the head, not new in appearance, and was not the missing bolt.

Please describe the nature of the factual evidence leading to a determination that the bolt found was "not the missing bolt". The salver at Beegles who found the bolt could not have possibly known (or not known) if it was the missing bolt as he did not work on the airplane during the maintenance event. The only bolt found has been secured in the evidence room at Beegles since it was found.

Fact: The NTSB did not visit the aircraft accident site, salvage location or aircraft.

Fact: Only one bolt has ever been recovered. The bolt recovered (still secured at Beegles) is not some random identical bolt as alleged. The bolt found fits the throttle linkage mounting hole and retains all the markings of the throttle linkage bolt. See enclosed email dated 22 September, 2016 and subject report.

Fact: Casper Aviation Services acknowledges working on the throttle linkage.

Fact: Casper Aviation Services did not record any maintenance performed in the Aircraft Logbook as required by regulation relative to the throttle linkage or replacement of a bolt. Enclosure

Fact: Casper Aviation Services does not show any documentation of work performed on the throttle linkage or manufactured bolt on the invoice. Enclosure

Fact: Casper Aviation Services did not invoice for any bolt or modification of a bolt. Enclosure

Fact: Casper Aviation Services invoice indicates all other work was performed. Enclosure

Fact: Casper Aviation Services rendered an invoice in an incorrect name based on an outdated FAA database. Enclosure

Fact: Casper Aviation Services performed engine maintenance using reference to an incorrect engine make and model. Enclosure

5. The FAA Accident Incident Data System Report
Item 16 indicates CONT MOTOR IO-470 SERIES

16. Aircraft Power Plant

Power Plant Involved	A. Power Plant Make	B. Power Plant Model	C. Power Plant Series
No	CONT MOTOR	IO-470 SERIES	

Fact: The engine in the airplane was a Continental Motors IO-550(F) Series engine

Item 21 (A) Technical Factors

21A. Technical Factors

Primary (A)

Improper Maintenance

Secondary (X)

Improper Installation

I am aware the NTSB works very hard to ensure investigations are as accurate as possible. The importance of accuracy cannot be overemphasized and the NTSB is world renown for providing important safety information gathered from investigations. Thank you for the opportunity to provide clarifying and corrective information relative to this investigation.
Thank you for your time and consideration in this important matter.

Yours in safety,


Eric S. Hayes
Pilot-In-Command

Enclosures: (5)

cc: W. Howell, FAA
R. Sumwalt, NTSB

Vintage Aviation

From: Vintage Aviation <bruce@vintage-aviation.com>
Sent: Saturday, September 10, 2016 9:39 AM
To: john.boetticher@aviationls.com
Subject: Tuesday

John,

I am just checking in to confirm the details of the inspection on Tuesday; I called and left a voicemail yesterday but wanted to check first. You and Ernie of Straight Flight will inspect the Meyers to determine for the NTSB the need for a physical inspection by them, is that correct? If I remember correctly, you will be at Beegles at 1230 and it will take about an hour. If you could forward any directions or other information I may need that would be great. I have been shopping airfare, but it has not gone well. I will press on and let you know of my plans soonest.

Bruce

[REDACTED]

Vintage Aviation

From: john.boetticher@aviationls.com
Sent: Thursday, September 22, 2016 9:33 AM
To: Vintage Aviation
Subject: Re: Urgent - Claim Number: AC-16-08550

Mr. Mayes,

The subject bolt was located by Eddy Schumacher from Beegles in the lower left cowl by some dirt/debris. After we removed the cowl and took initial photos of the missing bolt Eddy observed an object in the lower cowl. It ending up being the missing bolt. The bolt screwed in perfect and has markings on the neck that match the linkage bracket.

With the bracket not being secured the engine would have reduced to idle and no rigidity would have existed for the cable to manipulate the throttle arm. This would also explain the sudden and short bursts of power. The linkage would have been subject to movement of the aircraft which would manipulate the throttle arm before the bracket dropped back down.

All parties attending the inspection, Ernest Smith with Straight Flight, Eddy Schumacher with Beegles, and myself observed the subject bolt screw back into the hole and lack of proper safety wiring to that bolt as well as the mixture cable bolt.

The bolt is in secure storage at Beegles in their evidence room.

We still have not received a work order from Crosswind. They seem hesitant to provide any documentation so the carrier is placing them on notice.

Regards,

John Boetticher
Regional Claims Manager
Aviation LS (Aviation Light Services Corp.)
Mobile: [REDACTED]
Fax: [REDACTED]
P.O. Box 373
Clifton, CO 81520

From: "Vintage Aviation" <bruce@vintage-aviation.com>
To: <john.boetticher@aviationls.com>,
Date: 09/22/2016 12:05 PM
Subject: Urgent - Claim Number: AC-16-08550

John,

I am still trying to get a handle on some issues related to my claim. Based on our conversation last week, please confirm that you found the bolt in the engine compartment which secured the throttle linkage. Please let me know who/where the bolt is secured which we will need going forward. Also please confirm that you and the rep from Straight Flight agree that the bolt you found fits the attach point and is the cause of the engine failure. Your timely response would be very much appreciated. This will be helpful when stopping by to check the airplane.

Aloha,

Bruce

Bruce Mayes
President
Vintage Aviation LLC

[REDACTED]
P.O. Box 235534
Honolulu, HI 96823
www.vintage-aviation.com
1894 E. William St. #4-115
Carson City, NV 89[REDACTED]

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[attachment "image001.png" deleted by John Boetticher/User/aviationls]

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Vintage Aviation

From: VinAv <bruce@vintage-aviation.com>
Sent: Thursday, September 29, 2016 2:03 PM
To: Hatch Craig
Subject: Re: N229RS

Hi Craig,
Thank you.
Bruce

Sent from my iPhone

On Sep 29, 2016, at 08:55, Hatch Craig <craig.hatch@ntsb.gov> wrote:

Hello,

Yes, the airplane was just released. I have talked with the insurance guy and FAA, etc. At this point, I'm afraid I won't have any more updates,, as the case gets put in the queue.

Craig Hatch

(mailing address only)
4760 Oakland St., Suite 500
Denver, Colorado 80239

M-F 7:00 to 3:30 Central

Office [REDACTED]
Fax [REDACTED]

From: Vintage Aviation [<mailto:bruce@vintage-aviation.com>]
Sent: Tuesday, September 27, 2016 3:44 AM
To: Hatch Craig <craig.hatch@ntsb.gov>
Subject: N229RS

Hi Craig,
I left a message last Thursday and have not heard anything regarding the investigation of my forced landing. I was hoping you had some news on the progress of your investigation. I spoke to John Boetticher (US Specialty Insurance) who stated that he and Ernie Smith (Straight Flight) have inspected the aircraft on behalf of the NTSB and found the missing bolt from the throttle linkage. I was planning to go by Greeley last week to look at the aircraft and discuss repair options however, John indicated that the NTSB has not yet released the aircraft. Any information you can share would be greatly appreciated.
Kind regards,

Bruce

[REDACTED]

**Crosswind Aviation (dba CAMS)**

7548 Fuller St
 Casper, WY 82604
 Phone: 307-472-4359
 Fax: [REDACTED]
 Email: info@crosswindavi.com

Customer Invoice**Work Order: 1** [REDACTED]

7/19/2016, 2:17 PM
 Reg. No: N229RS
 1963 Meyers Industries In 200b
 Current A/C TT: 3494.64, Tach: 3494.64
 A/C Serial: 280

Cassel John F
 885 Taildragger Rd
 Gardnerville, NV 894106183

Total Balance Due:**\$1,037.70**

(See Below For Cost Detail)

Item: 1 - Airworthy Engine

Discrepancy	Hours	Subtotal
Customer reported a significant oil leak coming from engine.	9.00	810.00

Corrective Action

Replaced engine crankshaft seal per CMI IO-470 maintenance manual. Performed engine runs and test flight to verify no oil leak at this time

Qty	Unit	Part Number	Description	Serial Number	Unit Price	Subtotal
1	IN	03-00300	4130 STEEL TUBE 1/4" X .035 (P/O: 0892) (Taxed)		0.39	0.39
1	EA	535823	GASKET (Taxed)		1.43	1.43
1	EA	641250	SEAL (Taxed)		67.36	67.36
1	EA	AN818-4D	NUT (P/O: CPR1871) (Taxed)		2.24	2.24
1	EA	AN960-10	WASHER (Taxed)		0.03	0.03
1	EA	AN960-416L	WASHER (P/O: 0461) (Taxed)		0.03	0.03
6	EA	AN960-816L	FLAT STEEL WASHER (P/O: N8040E) (Taxed)		0.06	0.36

Labor: \$810.00	Parts: \$71.84	Shipping: \$0.00	Outside Repair: \$0.00	Item Subtotal:	\$881.84
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Item: 2 - Airworthy Airframe

Discrepancy	Hours	Subtotal
Perform Preliminary Inspection	N/C	0.00

Hobbs time:
 Flight Hobbs:
 Tach Time: 3494.64

Corrective Action

Completed Preliminary Inspection per CAMS Preliminary Inspection sheet.

Labor: \$0.00	Parts: \$0.00	Shipping: \$0.00	Outside Repair: \$0.00	Item Subtotal:	\$0.00
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Item: 3 - Airworthy Engine

Discrepancy	Hours	Subtotal
Injector spider valve missing drain line.	1.00	90.00

Corrective Action

Manufactured metal drain line and installed per AC 43.13

Qty	Unit	Part Number	Description	Serial Number	Unit Price	Subtotal
10	FT	03-40400	3003-O Versatube (Taxed)		0.57	5.70
1	EA	MS20819-4D	SLEEVE (Taxed)		1.22	1.22

Labor: \$90.00	Parts: \$6.92	Shipping: \$0.00	Outside Repair: \$0.00	Item Subtotal:	\$96.92
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Item: 4 - Airworthy Airframe

Discrepancy	Hours	Subtotal
Perform Post Maintenance Inspection	N/C	0.00

Corrective Action

Completed Post Maintenance Inspection.

Labor: \$0.00	Parts: \$0.00	Shipping: \$0.00	Outside Repair: \$0.00	Item Subtotal:	\$0.00
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Additional Charges

Pilot Services	Tire Disposal	EPA Charge	Oil Analysis	Shop Supplies	Fuel	Misc.	Subtotal
0.00	0.00	10.00	0.00	45.00	0.00	0.00	\$55.00

Labor Summary

Shop Labor: \$900.00 Outside Repair: \$0.00

The estimated total was \$92.70
Tax Breakdown: (Before Calculated)
Shop Parts: 78.76

Total Labor:	\$900.00
Total Parts:	\$78.76
Total Shipping:	\$0.00
Total Outside Repair:	\$0.00
Additional Charges:	\$55.00
Tax:	\$3.94
Amount Due:	\$1,037.70
Deposit:	\$0.00
Balance Due:	\$1,037.70

Important Information

"Accounts not paid within 30 days of the date of invoice are subject to a 1.5% monthly finance charge"

Cassel John F or Authorized Representative

Date

CROSSWIND AVIATION
7548 FULLER ST
CASPER, WY 82604

SALE

TID: 0017340008026815418000
REF#: 00000001
Batch #: 049
07/19/16 14:44:11
APPR CODE: 015698
Trace: 1
VISA Swiped
***** 6097
AMOUNT \$1,037.70

APPROVED

THANK YOU

CUSTOMER COPY

ENGINE MODEL:
ENGINE S/N:
REG. NO: N229RS
WORK ORDER:
1 [REDACTED]



Crosswind Aviation (dba CAMS)

7548 Fuller St
Casper, WY 82604
Phone: [REDACTED]

DATE: 7/19/2016
AVC TSN: 3494.64
ENG TT:
TACH: 3494.64

Engine Entries

Replaced engine crankshaft seal per CMI IO-470 maintenance manual. Performed engine runs and test flight to verify no oil leak at this time
Manufactured metal drain line and installed per AC 43.13

Technicians Who Worked On The Items Listed Above:
KEVIN L. HAGGARD

I CERTIFY THIS AIRCRAFT, ENGINE, PROP, HAS BEEN INSPECTED. ALL OPERATIONAL AND LEAK CHECKS HAVE BEEN COMPLETED, AND
THE ABOVE LISTED WORK HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION AND NO FURTHER ACTION IS REQUIRED AT THIS
TIME.

DATE: 7/19/2016

SIGNED: [REDACTED]

Work Order: 1 [REDACTED]

KEVIN L. HAGGARD, A&P: 3050389

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P.O. Box #1888
Elizabeth, Colorado 80107

Date: October 1, 2016

To: John Boetticher, *Aviation LS*

From: Ernest Smith, *Smith Aeronautical, LLC*

RE: Engine Power Loss Opinion of Meyers Aircraft 200B – N229RS

1. Professional Opinion:

After completing a thorough inspection on the above aircraft on September 13th, 2016, it appears hardware attaching the throttle control cable to the engine induction tube was not secured through the use of safety wire allowing the bolt to become loose and vibrate out of the housing. The subsequent loss of the bolt rendered the throttle cable inoperable permitting the engine throttle body to close to an idle condition or subsequent loss of power.

Photos shown in Appendix “A” of this letter provide visual evidence of the following comments. After removal of the engine cowling and inspection of the engine compartment the following was determined:

- The throttle cable operates normally through its range of motion. This was confirmed by physically holding the throttle cable in place while another technician operated the control cable from the cockpit allowing visual inspection of the engine compartment cable deflection.
- The missing bolt that secures the throttle cable clamp was discovered in the front left side of the engine compartment under dirt and debris from the off field landing.
- The grip area on the bolt area shows wear signs consistent with the steel mount bracket still secured on the throttle cable housing confirming this is the missing bolt.
- The throttle body assembly threaded boss to accept the missing bolt was still intact – the female threads are not stripped allowing a bolt to be properly installed per design.
- Common practice when using drilled head bolts like a MS20074-4-04 would be to install lock wire through the bolt head securing it to remain in the torqued position.
- There is no evidence of lock wire installed between the two bolts on the throttle body preventing either one from backing out of the tube assembly.

2. Damaged Aircraft:

Meyers Aircraft model 200B, serial number 280, is equipped with a Teledyne Continental IO-550-F engine. Approval for installation of this powerplant on the 200B has not been verified since it is not an approved STC or TC equipment. This aircraft was damaged during an off field landing as a result of engine power loss. Damage to the aircraft is extreme requiring extensive repairs to restore the aircraft into a pre-incident condition.



P.O. Box #1888
Elizabeth, Colorado 80107

3. Industry Experience:

I have been in the aviation industry since 1983 as a certified FAA Airframe and Powerplant Technician. With over 30 years of actively working on aircraft, my career has afforded me exposure to all types of aviation maintenance, modification and repairs from small aircraft through large.

Having personally recovered a Maule MX-7 fabric aircraft to installing structural components on the forward pressure bulkhead of a Boeing 747 I have had my hands on thousands of aircraft, including my own Cessna Aircraft 182Q.

Working for Continental Airlines from 1 [REDACTED] in the Denver base maintenance facility as a Sheet Metal Supervisor and Technical Planner I worked directly with our in-house engineering staff. Our staff engineers routinely worked with both Boeing and McDonnell Douglas repairing the damage discovered during heavy depot maintenance.

In 1986 I founded an aviation structural repair company named Straight Flight, Inc. in the Denver area that currently employs 40 people. In 2007 I was able to sell the business to another entity affording the ability for the company to expand its capabilities into the next generation of composite aircraft repairs. Over the last 30 years running the FAA Part 145 Certified Repair Station as both the General Manager and Chief Inspector we have dealt with almost all of the aircraft manufacturers performing heavy structural repairs and maintenance including international repairs all over the world.

- 1983 – Colorado Aerotech – Trade School – Graduated in top 5% with perfect attendance
- FAA A&P Certificate # 3132846
- 1983 – Front Range Community College – Associates degree in Applied Aviation Sciences
- 1988 – Metropolitan State College – Bachelor's degree in Aviation Management
- 2000 – Private Pilot Certificate
- 2013 – Pilot Instrument rating
- 1 [REDACTED] – Numerous continuing education and aircraft specific training classes

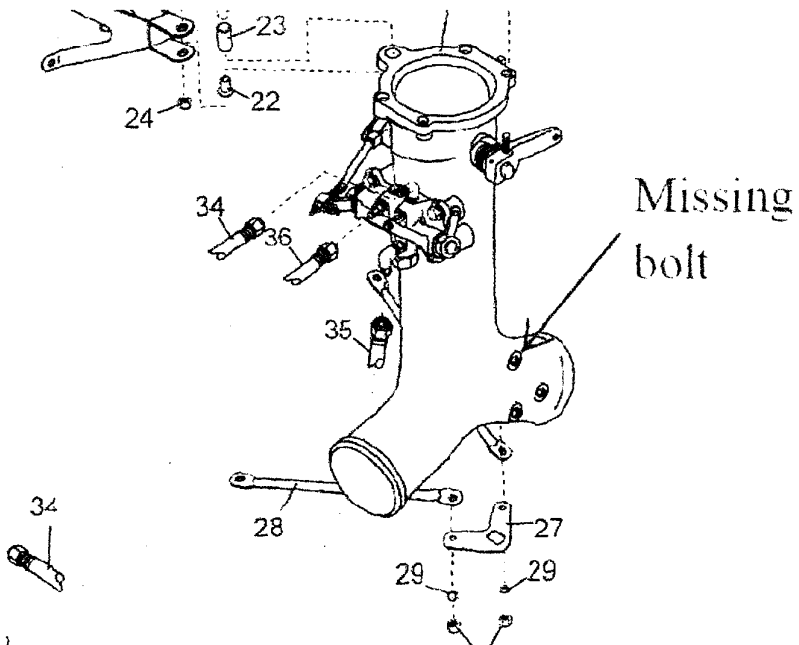
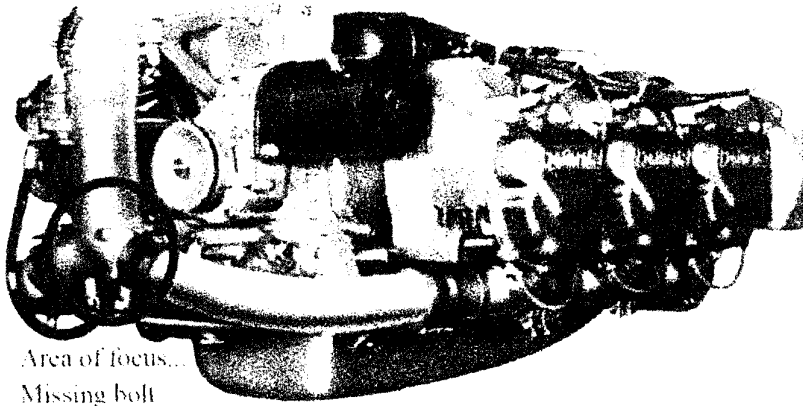
Regards,

Ernest L. Smith IV
Smith Aeronautical, LLC



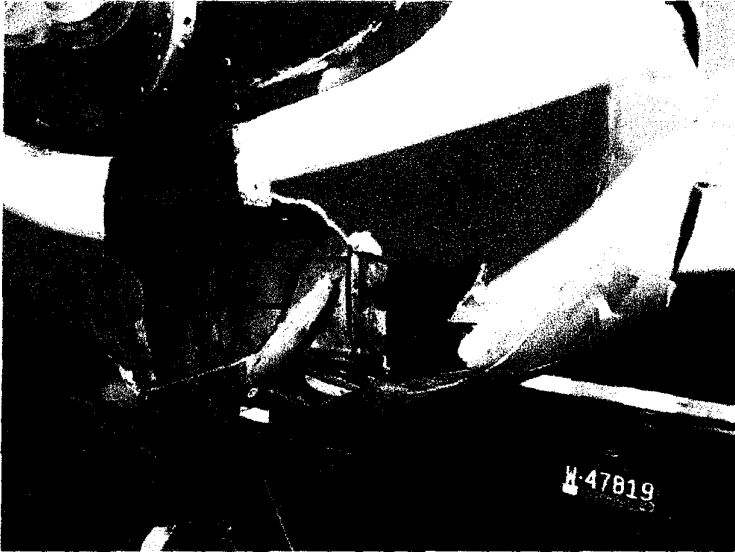
P.O. Box #1888
Elizabeth, Colorado 80107

Appendix A





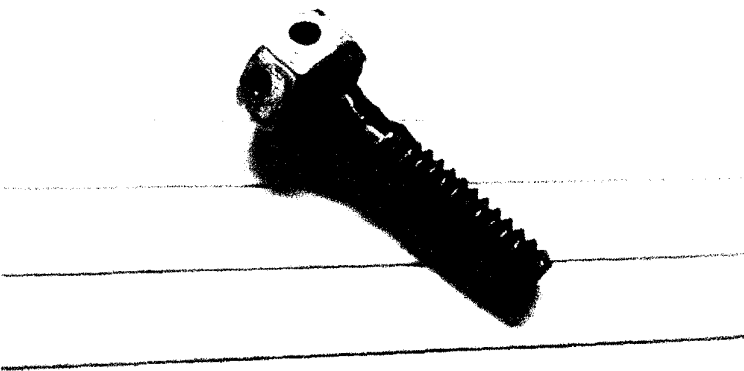
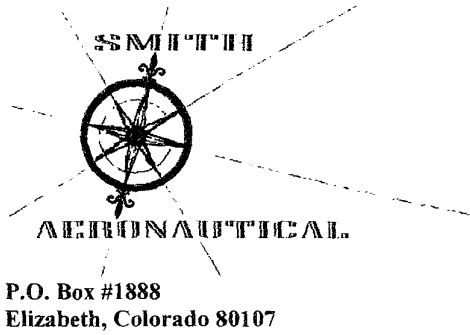
P.O. Box #1888
Elizabeth, Colorado 80107



Front left engine cowling area



Location of missing bolt – post accident



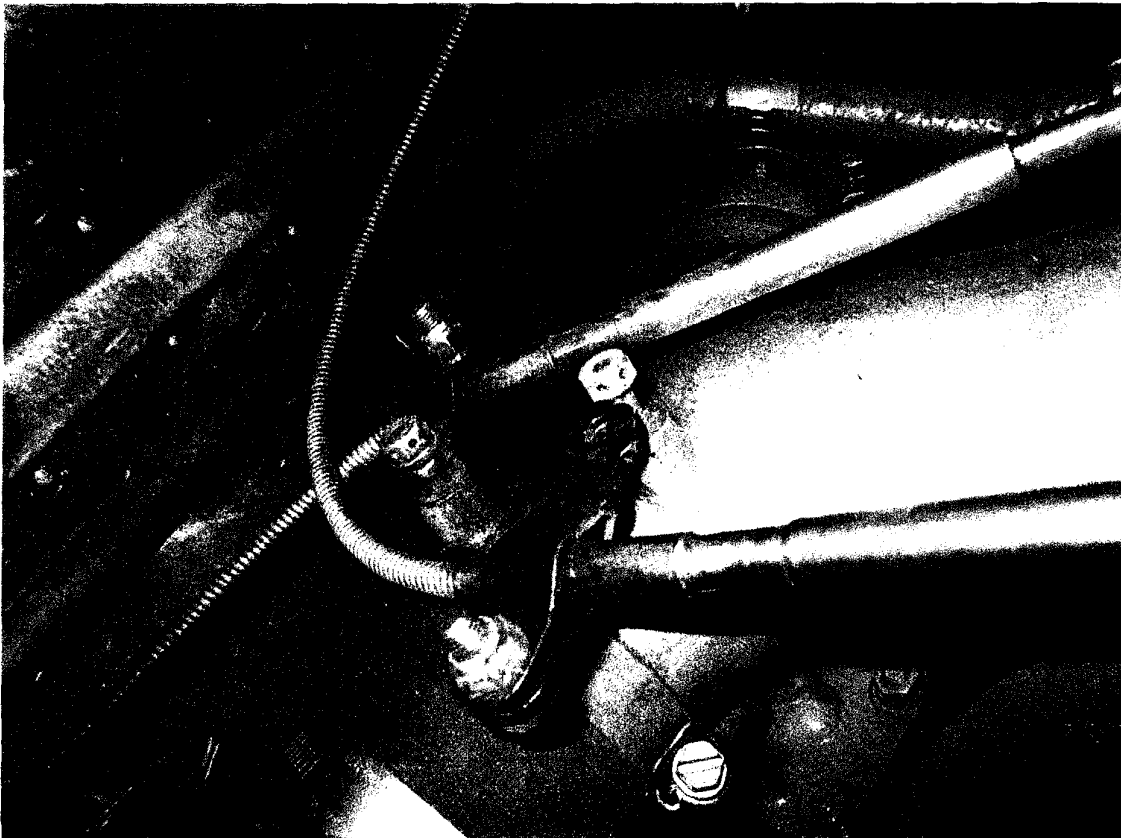
Missing Bolt – worn grip area, no evidence of lock wire



Throttle cable clamp and throttle body attachment boss – missing bolt location



P.O. Box #1888
Elizabeth, Colorado 80107



Bolt was threaded back into throttle housing temporarily to show orientation of clamp and neighboring drilled head bolt. Common practice would be to lock wire the bolt from the mixture cable clamp to the bolt in the throttle cable clamp. There is no evidence of lock wire through either bolt.



FAA Accident Incident Data System Report

ATQA Report Number AGL2716008

1. Event Classification Accident

2. Amended Date

3. Date of Event 07/19/2016

4. FAA Office Region

A. Region GL

B. Office Number 27

5. NTSB ID CEN16LA275

6. Location City

City HURON

State or Country SD

ZIP 57350

7. Operator Name

Air Operator Name

A. Name

N/A

B. Four-Letter Identifier

8. Airport (If applicable)

Airport ID

A. 3 or 4 Letter Identifier

HON

B. Airport Name

HURON REGIONAL

9. Local Time (24-hour clock) 1900

10. Event Location (If known)

A. Latitude

B. Longitude

11. Aircraft Damage (Select most severe) SUBSTANTIAL

12. Collision Information

A. Collision - Between Two Aircraft No

B. Collision Location Not A Midair

13. Aircraft Aircraft Registration Type

A. Registration Type US

Registration Number 229RS

B. Make MEYERS INDUSTRIES INC

Model 200B

C. Serial Number 280

D. Year of Manufacture 1963

E. Total Airframe Hours

F. Airframe Cycles (Air Carriers Only)

14. FAR Part Number 91

15A. Aircraft Type Airplane

15B. Airworthiness Certificates Standard

16. Aircraft Power Plant

Power Plant Involved A. Power Plant Make B. Power Plant Model C. Power Plant Series

No CONT MOTOR IO-470 SERIES

17. Aircraft Propeller

Propeller Involved A. Propeller Make B. Propeller Model C. Propeller Series
No

18. Biohazard Information

A. Biohazard Areas No
B. Biohazard PPE Used No

19. Type of Landing Gear Wheeled-Tricycle

20. Injury/On-Board Summary	Flight Crew	Cabin Crew	Passengers	Other	Total
Uninjured	1	0	0	0	1
Minor	0	0	1	0	1
Serious	0	0	0	0	0
Fatal	0	0	0	0	0
Total	1	0	1	0	2

21A. Technical Factors

Primary (A) Improper Maintenance
Secondary (X) Improper Installation

21B. Operational Factors

Secondary (X) Emergency Landing

Aircraft Part Involved	21C. Part Name	21D. Manufacturer	21E. Part Number	21F. JASC Code
Yes	THROTTLE CABLE MOUNT	UNKWN/MEYERS	UNKNWN	7600

22. Type Of Operations

Personal

23. Weather Briefing Source

Not Applicable/Available

24. Precipitation

Not Applicable/Available

25. Weather Factor

None/Not Available

26. Phase Of Flight

Climb

27. Actual Weather

Visual Meteorologic Conditions (VMC)

28. Runway Conditions

Not Applicable/Unknown

29. Pilot Training	Two most recent training MM/DD/YYYY events	MM/DD/YYYY
A. Safety Seminar	Unknown	
B. Wings Program	Unknown	
C. Initial Air Carrier	Unknown	
D. Recurrent Air Carrier	Unknown	
E. Requalify Air Carrier	No	
F. Transition Training	Unknown	
G. Simulator Training	No	
H. Comm/Third Party	No	
I. Other:	Unknown	
30. Evacuation Overview (Air Carrier Only)		
A. Evacuation Initiated		NO
B. Evacuation Injuries		NO
31. Pilot Information	First Pilot	Second Pilot
A. Certificate No.		
B. Name		
C. Date of Birth	01/24/1952	
D. Date of Hire (Air Carrier Only)		
E. Regulatory Check Ride	04/14/2016	
F. Domicile Zip Code	96823	
G. Hours In Make And Model	43 hrs 1 mins	
H. Hours In Last 90 Days	12 hrs 4 mins	
I. Hours In Last Year	190 hrs 6 mins	
J. Total Flight Hours	21651 hrs 6 mins	
K. Certificate Type		
Pilot	Certificate Type	
	Airline Transport Pilot (ATP)	
	Flight Instructor	
32. Corrective Action		
None		

33. Narrative (Only state facts or sequence of events that are relevant to the accident or incident.)

ON JULY 19, 2016 AT 1900 LOCAL TIME, A 1963 MEYERS INDUSTRIES INC. MODEL 200B AIRPLANE, REGISTERED TO BRUCE J. MAYES WAS INVOLVED IN AN ACCIDENT AFTER TAKE-OFF, DURING CLIMB OUT, WHILE ON A PERSONAL PLEASURE FLIGHT. VFR WEATHER CONDITIONS PREVAILED. NO FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE PILOT WAS UNINJURED AND THE PASSENGER SUFFERED MINOR INJURIES. THE PILOT HOLDS AN ATP WITH MULTIPLE RATING IN AIRPLANES AND ROTORCRAFT. THE FLIGHT ORIGINATED AT CARSON CITY, NEVADA ON SUNDAY JULY 17, 2016.

34. NTSB Participation Limited

35. FAA Participation On Scene

36. FAA Initial Notification

Date 07/19/2016
Time (24-Hour Clock) 1900

37. FSDO Initial Notification

Date 07/19/2016
Time (24-Hour Clock) 1900

38. FAA IIC Arrival on Scene

Date 07/20/2016
Time (24-Hour Clock) 1800

39. FAA Hours Used For Total Investigation 24

40. Total Hours Used At Accident Scene 4

41. Total Travel Hours To And From Scene 13

42. FAA Nine Responsibilities (Identification of responsibilities is the investigators opinion based on his/her investigation.)

1. FAA Facilities
2. Non FAA Facilities
3. Airworthiness
4. Airman/Air Agency Competence
5. FAR Change Needed
6. Airport Certification
7. Security
8. Airman Medical Qualification
9. FAR Violation



43. Brief Explanation Of Issues Involved

MEYERS MODEL 200B AIRCRAFT-N229RS TOOK OFF OUT OF HURON, SD THE EVENING OF JULY 19TH 2016. WITHIN A FEW MILES OF THE AIRPORT THE PILOT EXPERIENCED AN UNREQUESTED ROLL BACK OF ENGINE POWER. THE PILOT TURNED BACK TO THE AIRPORT AND SOON REALIZED THAT HE COULD NOT MAKE THE HURON AIRPORT. THE ENGINE FAILED TO RESPOND TO ANY THROTTLE MOVEMENT. WITH THE ENGINE AT IDLE POWER, THE PILOT WAS FORCED TO EXECUTE AN EMERGENCY LANDING IN A PASTURE WITH THE GEAR IN THE UP POSITION. POST LANDING INVESTIGATION REVEALED A BOLT HAD WORKED ITS WAY OUT OF THE THROTTLE CONTROL MOUNTING BRACKET. THIS BOLT SECURES THE THROTTLE CONTROL CABLE TO THE VERTICAL INDUCTION TUBE/THROTTLE BODY. THIS MOUNTING, ANCHORS THE THROTTLE CONTROL CABLE AND ALLOWS/AFFORDS THE ADVANCEMENT AND RETARDING OF THE THROTTLE BUTTERFLY DURING NORMAL ENGINE OPERATION. WITHOUT THE THROTTLE CONTROL CABLE BRACKET SECURED (BOLT MISSING), LITTLE TO NON-EXISTENT THROTTLE BUTTERFLY ACTUATION IS AVAILABLE TO THE OPERATOR.

44. FAA IIC Information

A. Name

First WILLIAM
MI J
Last HOWELL

B. Date 08/19/2016

C. Region GL

D. District Office 27

Official accident causes are determined by the National Transportation Safety Board (NTSB). This report contains all information obtained during the Federal Aviation Administration (FAA) investigation of the accident or incident described in this report.