



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR19LA200
Aircraft Registration & Make/Model: N873BC; Beechcraft F33A
Accident Location: Battleground, Washington
Accident Date: June 20, 2019

Note: The following interviews were documented by the Investigator-In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Henry Soderlund
Textron Aviation

E-mail correspondence date and time: June 29, 2020; 1636 PT

The excerpt below was derived from an electronic mail correspondence with Mr. Soderlund on the abovementioned date and time.

I looked over the drawing Andrew sent and the vendor drawing for the cable. The nut holds the knob that we install on the end of the cable in place. If the nut is too loose then you wouldn't be able to move the throttle in and out by rotating the knob as the knob would probably just spin around the shaft. You would be able to move the cable in and out by pushing the button in. The nut does not appear to have anything to do with tension on the cable, it is just to hold the knob in place.

The cable is provided as a sealed assembly so there are no disassembly or lubrication instructions.



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Interview #1 Summary

Wolf Trautmann
Accident Pilot

E-mail correspondence date and time: July 26, 2019; 1513 PT

The excerpt below was derived from an electronic mail correspondence with Mr. Trautmann on the abovementioned date and time.

For Saturday, July 20, 2019 Had invited my friend Siegfried Heller to accompany me on a pleasure flight to Port Townsend , Washington to enjoy the famous \$ 100 hamburger at the local airport restaurant. We met at 10 AM at my place at the Parkside Airport (WA 87). Checked the weather, did my preflight inspection and we left for Port Townsend at 11:21 AM where we arrived at 12:17 AM. The entire flight to Jeffco was conducted in perfect VFR conditions for sightseeing. The approach to the Jeffco airport was routine, I entered the left downwind for runway 09 and had a normal landing and rollout. after about 1500 feet I cleared the runway and taxied to the parking area of the Spruce Goose Cafe.

After spending almost three hours at the restaurant we took from the airport at 03:11 PM using runway 09 for the return flight to Parkside. the weather conditions were identical to those of our

outbound flight. I started my descend tWA87 out of 5500 feet altitude at a distance of 16 Nats arrive at 1000 feet altitude for the approach to Parkside Airport. our airspeed had been reduced to 130 knots. I had obtained the current weather conditions for the Portland area from the PDX ATIS (altimeter setting 29.95 in Hg, temperature 20 degrees C). Checked the wind conditions by overflying the airport to have good look at the windsock (very light easterly Wind). I entered right downwind for a landing on runway 07. The approach was uneventful. I landed the Bonanza very close to the runway threshold with an approach speed of about 70 knots. rolling down the runway I realized that the airplane speed was not decreasing as it normally did and the engine RPMs appeared to be higher than usually. My attempts to lower the RPMs by manipulating the throttle control did not result in the expected response of the engine. Meanwhile we were rapidly approaching the runway's end, and as my last resort, Was able to stop the engine by using the mixture control. However; we overshot the runway's end, run over the adjacent road, and the left wing hit a metal pole. The aircraft was forced into an abrupt left turn, slid slightly to the right and came to a complete stop after having turned by about 180 degrees. the local time was 04:20 PM (Pacific). My passenger Siegfried Heller opened the plane's door and exited the aircraft. After turning off the controls for the electric and fuel components I also left the cockpit - unharmed . At that time, I didn't realize how severely the airplane had been damaged. we were just plain grateful for having escaped this accident without any bodily injuries.

Sincerely Wolf Trautmann