

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: July 31, 1975

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Forwarded to:

Honorable James E. Dow  
Acting Administrator  
Federal Aviation Administration  
Washington, D. C. 20591  
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SAFETY RECOMMENDATION(S)

A-75-61

On March 4, 1975, the pilot of a Kodiak Western Airlines, Inc., Cessna Model 207 made an emergency landing during his approach to the airport at Egegik, Alaska, when mechanical interference between the throttle cable housing and its adjacent support structure prevented him from applying required engine power. The pilot, the only occupant, received minor injuries. The airplane was destroyed.

Investigation disclosed that the malfunction occurred in the keel area of the airplane. Despite installation of a rubber grommet to protect it from such damage, the wall of the throttle cable housing had been cut as a result of repeated metal-to-metal contact with the sharp edge of a hole through which the housing passed. This contact took place whenever increased throttle was applied, as a result of pressure exerted on that portion of housing, causing eventual penetration of the housing wall and interference with the throttle cable within the housing. The penetration caused the cable to bend at the obstructing edge of the hole, instead of translating its motion to the carburetor. Consequently, engine power could be reduced but it could not be increased.

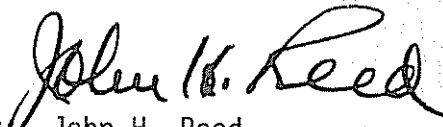
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Detailed inspection of several other Cessna Model 207 aircraft in this specific area disclosed evidence of similar housing wear. However, this critical cable housing juncture is covered with sealant which would normally preclude routine discovery of the wear conditions described above.

In view of the above, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Issue an Airworthiness Directive requiring inspection of the throttle cable housing on Cessna Model 207 airplanes and appropriate corrective action as necessary. (Class II)

REED, Chairman, McADAMS, THAYER, BURGESS, and HALEY, Members, concurred in the recommendation.

  
By John H. Reed  
Chairman

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