



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FLORALA, AL	<b>Accident Number:</b>	ATL83LA343
<b>Date &amp; Time:</b>	08/29/1983, 1500 CDT	<b>Registration:</b>	N139TS
<b>Aircraft:</b>	Smith, Ted Aerostar 600-A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE PILOT STATED THAT DURING TAKEOFF ROLL HE EXPERIENCED A POWER SURGE BUT THE ENGINE DID NOT QUIT. HE ABORTED THE TAKEOFF BY REDUCING POWER ON BOTH ENGINES AND APPLYING BRAKES. THIS RESULTED IN THE AIRCRAFT SWERVING OFF THE RIGHT SIDE OF THE RUNWAY, ROLLING THRU THE GRASS AND STRIKING A CULVERT WHICH SEPARATED THE LANDING GEAR. WRECKAGE EXAMINATION REVEALED: BOTH THROTTLES AT IDLE, MIXTURE AND PROP CONTROLS WERE FULL FORWARD AND FULL RICH AND HIGH RPM ON RESPECTIVE ENGINE CONTROLS. ALL CABLES ATTACHING HARDWARE WAS INTACT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

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Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/13/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4616 hours (Total, all aircraft), 430 hours (Total, this make and model), 4423 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Smith, Ted Aerostar	<b>Registration:</b>	N139TS
<b>Model/Series:</b>	600-A 600-A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	139
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	12/12/1982, Annual	<b>Certified Max Gross Wt.:</b>	5500 lbs
<b>Time Since Last Inspection:</b>	50 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1400 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540
<b>Registered Owner:</b>	J&L BUILDING AND CARPET CO.	<b>Rated Power:</b>	290 hp
<b>Operator:</b>	WAYLAND E. TYNER	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CEW, 218 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1454 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26 °C / 23 °C
Precipitation and Obscuration:			
Departure Point:	CRESTVIEW, FL	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	FLORALA (0J4)	Runway Surface Type:	Asphalt
Airport Elevation:	313 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3200 ft / 80 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).