



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	CELINA, OH	<b>Accident Number:</b>	CHI83FA279
<b>Date &amp; Time:</b>	06/24/1983, 1140 EDT	<b>Registration:</b>	N727NM
<b>Aircraft:</b>	Smith, Ted Aerostar 601A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

WHEN THE PLT ARRIVED AT THE DESTINATION ARPT, THERE WAS CONSTRUCTION ON THE RWY, ABOUT 2500 FT FROM THE APCH END. HE CONTACTED UNICOM & WAS ADVISED THAT THE RWY WAS CLOSED, BUT WAS TOLD HE COULD LAND ON THE GRASS BESIDE THE RWY. THE PLT RESPONDED THAT THE GRASS AREA WAS TOO ROUGH. HE STATED, 'I THINK I CAN LAND ON THE RWY AVAILABLE, THERE SEEMS TO BE ENOUGH LENGTH THERE.' SUBSEQUENTLY, THE ACFT WAS OBSERVED APPROACHING RWY 8 AT AN ESTIMATED 30 FT AGL WITH THE GEAR & FLAPS DOWN. REPORTEDLY, THE POWER WAS INCREASED, THE NOSE ASSUMED A CLIMB ATTITUDE & THE GEAR WAS RETRACTED. THE ACFT THEN ROLLED LEFT, DOVE TO THE GROUND & CRASHED. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION. AN EVALUATION OF THIS MAKE & MODEL OF ACFT REVEALED THAT WHEN THE CG APPROACHED THE AFT LIMIT, & THE FLAPS WERE EXTENDED, THE ACFT HAD REDUCED YAW & ROLL CONTROLLABILITY DURING POWER ON STALLS. THE FLAPS WERE FOUND FULL DOWN.

## Probable Cause and Findings

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

## Findings

---

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. (F) RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: GO-AROUND (VFR)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Helicopter	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/28/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5500 hours (Total, all aircraft), 1217 hours (Total, this make and model), 5350 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Smith, Ted Aerostar	<b>Registration:</b>	N727NM
<b>Model/Series:</b>	601A 601A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	610276106
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	11/02/1982, Annual	<b>Certified Max Gross Wt.:</b>	5700 lbs
<b>Time Since Last Inspection:</b>	88 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1227 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	IO-540-S1A5
<b>Registered Owner:</b>	NORMAN L. MARXEN M.D.	<b>Rated Power:</b>	290 hp
<b>Operator:</b>	NORMAN L. MARXEN M.D.	<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:	DAY, 1008 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	1050 EDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29° C / -14° C
Precipitation and Obscuration:			
Departure Point:	VAN WERT, OH (VNW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1125 EDT	Type of Airspace:	Class D

## Airport Information

Airport:	LAKEFIELD (CQA)	Runway Surface Type:	Asphalt
Airport Elevation:	892 ft	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	3800 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	EDWARD J MCAVOY	Report Date:	
Additional Participating Persons:	J. E YARBROUGH; COLUMBUS, OH R. BOOB JR.; VERO BEACH, FL		
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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).