



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NEW IBERIA, LA	<b>Accident Number:</b>	FTW89FA089
<b>Date &amp; Time:</b>	05/03/1989, 1901 CDT	<b>Registration:</b>	N90619
<b>Aircraft:</b>	Smith, Ted Aerostar 601	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

WITNESSES SAW THE AIRPLANE DEPART AND LAST SAW AND HEARD IT WITH THE LANDING GEAR DOWN AND BOTH ENGINES RUNNING AT WHAT THEY CALLED NORMAL TAKEOFF POWER. EVIDENCE INDICATED THAT THE AIRPLANE THEN MADE A SHARP LEFT TURN AND DESCENDED TO THE GROUND, LEFT WING FIRST. EVIDENCE INDICATED THAT THE RIGHT ENGINE WAS DEVELOPING HIGH POWER WHILE THE LEFT ENGINE WAS DEVELOPING SOMEWHAT LESS THAN TAKEOFF POWER. TEARDOWN OF THE LEFT ENGINE REVEALED METAL EROSION ON THE TOP EDGES OF THE PISTONS WITH NO CORRESPONDING MARKS ON THE CYLINDER WALLS. SOME OF THIS EROSION WAS FROM PREVIOUS OPERATION AND SOME WAS FROM VERY RECENT OPERATION. THERE WAS NO TEARDOWN OF THE RIGHT ENGINE. OTHER THAN THE EROSION OF THE PISTONS, NOTHING WAS FOUND TO INDICATE ANY PREIMPACT PROBLEMS WITH THE AIRFRAME OR POWERPLANTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO MAINTAIN A PROPER CLIMB IMMEDIATELY AFTER TAKEOFF. CONTRIBUTING TO THE ACCIDENT WAS EXCESSIVE MANIFOLD PRESSURE INDICATIONS FOR THE LEFT ENGINE. THE PILOT'S DIVERTED ATTENTION IN DEALING WITH THAT CONDITION MOST PROBABLY RESULTED IN THE LOSS OF CONTROL.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. ENGINE ASSEMBLY, PISTON - ERODED
2. ENGINE INSTRUMENTS, MANIFOLD PRESSURE GAGE
3. (F) REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
4. (F) DIVERTED ATTENTION - PILOT IN COMMAND
5. (C) PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/21/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	5079 hours (Total, all aircraft), 1956 hours (Total, this make and model), 73 hours (Last 90 days, all aircraft), 46 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Smith, Ted Aerostar	<b>Registration:</b>	N90619
<b>Model/Series:</b>	601 601	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	61-0327-110
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	09/26/1988, Annual	<b>Certified Max Gross Wt.:</b>	5700 lbs
<b>Time Since Last Inspection:</b>	123 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3434 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-F1A5
<b>Registered Owner:</b>	HARRY A. VEITE	<b>Rated Power:</b>	290 hp
<b>Operator:</b>	HARRY A. VEITE	<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:	LFT, 42 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1750 CST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 19° C
Precipitation and Obscuration:			
Departure Point:	(ARA)	Type of Flight Plan Filed:	IFR
Destination:	LORAIN-ELYRIA, OH (22G)	Type of Clearance:	None
Departure Time:	1900 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	ACADIANA REGIONAL (ARA)	Runway Surface Type:	Concrete
Airport Elevation:	24 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	8002 ft / 200 ft	VFR Approach/Landing:	None

## 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):	EUGENE ROTH	Report Date:	07/11/1990
Additional Participating Persons:	LEWIS G SMITH; BATON ROUGE, LA LEWIS MASON; VERO BEACH, FL GREGORY ERICKSON; WILLIAMSPORT, PA ROGER W STALLKAMP; PIQUA, OH		
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:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsb.gov/pubdms/">http://dms.ntsb.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](#).