



National Transportation Safety Board Aviation Accident Final Report

Location:	AUGUSTA, ME	Accident Number:	NYC83FA004
Date & Time:	10/29/1982, 0957 EDT	Registration:	N90439
Aircraft:	TED SMITH 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

PILOT LOST CONTROL OF HIS AIRCRAFT DURING LOW ALTITUDE MANEUVERS TO ALIGN THE AIRCRAFT FOR LANDING. THE LOW CEILING AND RISING TERRAIN AROUND THE AIRPORT INFLUENCED THE PILOTS DECISIONS TO MAKE TIGHT TURNS AT LOW ALTITUDE. THE AIRCRAFT WAS STALLED AND ROLLED INVERTED ONTO THE RUNWAY DURING A TURN.

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: MANEUVERING

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - HIGH TERRAIN
4. (C) STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
5. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/27/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2659 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TED SMITH	Registration:	N90439
Model/Series:	601P 601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	61P-0251-045
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	72 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1715 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-S1A5
Registered Owner:	SAUL DUFF KRONOVET	Rated Power:	290 hp
Operator:	SAUL DUFF KRONOVET	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUG, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0953	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	42° C / 0° C
Precipitation and Obscuration:			
Departure Point:	TETERBORO, NJ	Type of Flight Plan Filed:	IFR
Destination:	AUGUSTA, ME	Type of Clearance:	Traffic Advisory
Departure Time:	0818	Type of Airspace:	

Airport Information

Airport:	AUGUSTA STATE (AUG)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Wet
Runway Used:	35	IFR Approach:	ADF/NDB
Runway Length/Width:	5149 ft / 150 ft	VFR Approach/Landing:	

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):	Report Date:	10/29/1983
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ .	

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](#).