



National Transportation Safety Board Aviation Accident Final Report

Location:	EVA, AL	Accident Number:	ATL85MA275
Date & Time:	09/13/1985, 1111 CDT	Registration:	N680CC
Aircraft:	Smith, Ted Aerostar AEROSTAR 600	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DRG AN IFR ARRIVAL/DSCNT, THE PLT STATED HE 'HAD TO FEATHER 1 ENG, I HAVE AN OIL LEAK & I'M JUST TRYING TO DSCND . . .' HE THEN SAID HE WAS DSCNDG THRU 5300'. AS HE CONTD THE APCH, HE INFORMED THE CONTROLLER HE WOULD BE UNABLE TO GO AROUND SINCE THE HYDR SYS WAS POWERED BY THE AFFECTED (R) ENG. SUBSEQUENTLY, THE PLT SAID HE WAS AT 1500' & WAS HAVING A HARD TIME HOLDING ALT. A WITNESS HEARD & SAW THE ACFT IN A LEVEL ATTITUDE AT LOW ALT, THEN SAW THE ACFT DIVE TOWARD THE GROUND. IT IMPACTED IN A STEEP DSCNT JUST SHORT OF A LONG FIELD & BURNED. THE R PROP WAS FEATHERED, BUT THERE WAS NO EVIDENCE OF OIL STARVATION IN EITHER ENG. THE PLT'S NEIGHBOR SAID HE (THE PLT) WAS AWARE OF A HYDR LEAK, BUT HE WAS AWAITING THE ANNUAL INSPN (DUE IN SEP) TO REPAIR IT. AN EXAM REVEALED THE FLAPS WERE PARTIALLY EXTENDED, THE LNDG GEAR CONTROL WAS IN THE 'UP' PSN, & THE GEAR WAS DOWN. THE FLT MANUAL STATED THAT WITH A HYDR FAILURE DOWNSTREAM OF THE ACCUMULATOR, THE FLAP HANDLE SHOULD BE IN 'NEUTRAL' TO PREVENT GEAR & FLAP EXTN. THE FLAP CONTROL COULD NOT BE FND.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) FLUID - LEAK

Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL

Phase of Operation: DESCENT - NORMAL

Findings

3. MISCELLANEOUS - INTENTIONAL

Occurrence #3: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

4. (F) MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MANAGEMENT
5. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
6. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
7. HYDRAULIC SYSTEM - PRESSURE TOO LOW
8. (F) GEAR EXTENSION - INADVERTENT
9. (F) LOWERING OF FLAPS - INADVERTENT
10. LEVEL OFF - NOT POSSIBLE

Occurrence #4: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - EMERGENCY

Findings

11. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #5: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/26/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1993 hours (Total, all aircraft), 97 hours (Total, this make and model), 326 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Smith, Ted Aerostar	Registration:	N680CC
Model/Series:	AEROSTAR 600 AEROSTAR 6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	60-0031
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	09/26/1984, Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-540-G1B5
Registered Owner:	WILLIAM D. CHAMPION	Rated Power:	290 hp
Operator:	WILLIAM D. CHAMPION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HSV, 629 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1550 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Unknown / 2800 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 2800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 12° C
Precipitation and Obscuration:			
Departure Point:	LAKELAND, FL (LAL)	Type of Flight Plan Filed:	IFR
Destination:	HUNTSVILLE, AL (HSV)	Type of Clearance:	IFR
Departure Time:	0935 EDT	Type of Airspace:	TRSA

Airport Information

Airport:	HUNTSVILLE-MADISON COUNTY (HSV)	Runway Surface Type:	Asphalt
Airport Elevation:	629 ft	Runway Surface Condition:	Dry
Runway Used:	36R	IFR Approach:	
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Report Date:	
Additional Participating Persons:	ROBERT BOOB, JR.; VERO BEACH, FL DON WHEELER; VERO BEACH, FL TOMMIE SMITH; BIRMINGHAM, AL		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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