



National Transportation Safety Board Aviation Accident Final Report

Location:	Sinton, TX	Accident Number:	DFW05CA201
Date & Time:	08/04/2005, 0800 CDT	Registration:	N15BA
Aircraft:	Smith Aerostar 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

After takeoff for a maintenance check flight, both engines on the twin-engine airplane experienced a loss of engine power. The 7,200-hour pilot had recently purchased the airplane, which had not been flown for nearly four years. The pilot, who is also a certificated airframe and powerplant mechanic, completed the inspection of the airplane prior to takeoff. During the engine run-up, the pilot noticed that the RPM and manifold pressure on the left engine did not correspond with those of the right engine. During the takeoff roll, the pilot believed the RPM on both engines began to rise to near acceptable levels, but not entirely. However, he did not abort the takeoff. The airplane became airborne for a short time, and then began to descend into trees before impacting the ground. The reason for the reported loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to abort the takeoff and the subsequent loss of engine power for undetermined reasons. Contributing factors were the attempted operation of the airplane with known deficiencies in the equipment and the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
2. (C) 2 ENGINES
3. (C) REASON FOR OCCURRENCE UNDETERMINED - PILOT IN COMMAND
4. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

5. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

6. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	06/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7200 hours (Total, all aircraft), 20 hours (Total, this make and model), 7100 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Smith Aerostar	Registration:	N15BA
Model/Series:	601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P-0382-126
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/01/2000, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	10 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3943 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-SER
Registered Owner:	James W Kincaid	Rated Power:	290 hp
Operator:	James W Kincaid	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KCRP, 48 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1951 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Few / 1900 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	26° C / 23° C
Precipitation and Obscuration:			
Departure Point:	Sinton, TX (T69)	Type of Flight Plan Filed:	None
Destination:	(T69)	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	

Airport Information

Airport:	San Patricio County Airport (T69)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4323 ft / 55 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	28.043056, -97.548333

Administrative Information

Investigator In Charge (IIC):	Frank McGill	Report Date:	10/27/2005
Additional Participating Persons:	Richard L Tarwater; San Antonio, Texas, (SAT)		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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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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](#).