



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ELKO, NV	<b>Accident Number:</b>	LAX83LA313
<b>Date &amp; Time:</b>	07/01/1983, 1432 PST	<b>Registration:</b>	N601MM
<b>Aircraft:</b>	Smith, Ted Aerostar AEROSTAR 601B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

ENROUTE AT 14,000 FT MSL THE PLT OBSERVED THE RIGHT ENG OIL PRESS GAGE DECREASE TO ZERO. THE PLT SHUT DOWN THE RIGHT ENG& RECEIVED RADAR VECTORS TO ELKO MUNI ARPT. AT 6,000 FT THE PLT ATTEMPTED TO LEVEL-OFF THE ACFT BUT THE ACFT WOULD NOT MAINTAIN ALTITUDE. THE PLT ELECTED TO LAND THE ACFT GEAR UP IN AN OPEN FIELD. THE RIGHT ENG HAD RUN OUT OF OIL DUE TO A CHAFED HOLE IN AN OIL COOLER LINE. THE LEFT ENG FORWARD UPPER OIL COOLER HOSE ALSO EXHIBITED EXTENSIVE CHAFING SIGNATURES.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) LUBRICATING SYSTEM,OIL HOSE - CHAFED
2. (C) MAINTENANCE,INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
3. (C) FLUID,OIL - EXHAUSTION

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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	36, 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
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/13/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3700 hours (Total, all aircraft), 80 hours (Total, this make and model), 3550 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Smith, Ted Aerostar	<b>Registration:</b>	N601MM
<b>Model/Series:</b>	AEROSTAR 601B AEROSTAR 6	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	61-0005-22
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	12/22/1982, Annual	<b>Certified Max Gross Wt.:</b>	5700 lbs
<b>Time Since Last Inspection:</b>	23 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1700 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	IO-540-P1A5
<b>Registered Owner:</b>	ROBERT J. MCKENNA	<b>Rated Power:</b>	290 hp
<b>Operator:</b>	ROBERT J. MCKENNA	<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:	EKO, 5135 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1347 PST	Direction from Accident Site:	315°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Overcast / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 7° C
Precipitation and Obscuration:			
Departure Point:	SACRAMENTO, CA (SAC)	Type of Flight Plan Filed:	IFR
Destination:	HAILEY, ID (SUN)	Type of Clearance:	IFR
Departure Time:	1300 PDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	A. D LLORENTE	Report Date:	
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 <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.nts.gov/pubdms/">http://dms.nts.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](#).