



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

## Findings

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

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

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

### Findings

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	36
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<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>Engines:</b>	2 Reciprocating
<b>Operator:</b>	ROBERT J. MCKENNA	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540-P1A5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EKO, 5135 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 15000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 20 knots, 190°
<b>Temperature:</b>	24° C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SACRAMENTO, CA (SAC)	<b>Destination:</b>	HAILEY, ID (SUN)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	4 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	A. D LLORENTE	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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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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.