



National Transportation Safety Board Aviation Accident Final Report

Location:	PORTLAND, TX	Accident Number:	FTW82FA156
Date & Time:	04/29/1982, 1258 CDT	Registration:	N133TS
Aircraft:	SMITH AEROSTAR 600	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WHILE DESCENDING NEAR THE DESTINATION, THE LEFT ENGINE STOPPED RUNNING. THE PILOT ATTEMPTED 2 AIRSTARTS WHICH WERE UNSUCCESSFUL. HE FEATHERED AND SECURED THE LEFT ENGINE AND REQUESTED RADAR VECTORS TO THE NEAREST AIRPORT. A VISUAL APPROACH WAS MADE TO THE HUNT AIRPORT AT PORTLAND, TX. THE PILOT STATED THAT HE WAS HAVING NO DIFFICULTY IN MAINTAINING AIRSPEED EVEN WITH THE GEAR DOWN UNTIL HE WAS ON FINAL APPROACH. ON SHORT FINAL, HE EXTENDED FULL FLAPS. HE STATED THAT AS SOON AS HE PUT THE FLAP HANDLE DOWN, HE REALIZED HE MADE A MISTAKE, BUT IT WAS TOO LATE TO TAKE ANY ACTION TO PREVENT THE AIRCRAFT FROM LANDING SHORT. THE AIRCRAFT TOUCHED DOWN ON RISING TERRAIN BETWEEN THE END OF THE RUNWAY AND A NEARBY SHORELINE, TRAVELED UP THE EMBANKMENT AND ONTO THE RUNWAY, THEN BURNED. THE PILOT ESCAPED WITH ONLY MINOR INJURIES. THE FIRE DAMAGED LEFT ENGINE WAS DISASSEMBLED, BUT NO PREIMPACT FAILURE WAS FOUND. REPORTEDLY, THE PLANE HAD NOT BEEN FLOWN SINCE FEB 82. BEFORE TAKEOFF, THE BATTERY WAS DEAD.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

2. (C) LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

7. (F) TERRAIN CONDITION - RISING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/15/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5500 hours (Total, all aircraft), 18 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SMITH	Registration:	N133TS
Model/Series:	AEROSTAR 600 AEROSTAR 6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	60-0130-057
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	103 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2415 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-G1B5
Registered Owner:	ROBERT R. GUNN	Rated Power:	290 hp
Operator:	ROBERT R. GUNN	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CRP, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1810	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3400 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	81° C / 0° C
Precipitation and Obscuration:			
Departure Point:	AUSTIN, TX	Type of Flight Plan Filed:	IFR
Destination:	CORPUS CHRISTI, TX	Type of Clearance:	Traffic Advisory
Departure Time:	1200	Type of Airspace:	

Airport Information

Airport:	HUNT (9R5)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	
Runway Length/Width:	2700 ft / 40 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	04/29/1983
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.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](#).