



Aviation Investigation Final Report

Location:	DICKINSON, North Dakota	Accident Number:	DEN86LA095
Date & Time:	March 9, 1986, 13:24 Local	Registration:	N35DM
Aircraft:	Smith, Ted Aerostar 601P AEROSTAR	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

WHILE ENROUTE ON AN IFR FLIGHT PLAN, THE PLT CHANGED DESTINATION TO DICKINSON, ND, WHICH EXTENDED THE LENGTH OF THE FLT. HE DID NOT DESIGNATE AN ALTERNATE ARPT OR HAVE AN ADEQUATE FUEL RESERVE AS REQUIRED. ON ARRIVAL AT THE DESTINATION, HE EXECUTED AN INSTRUMENT APCH IN IMC. AFTER DESCENT BELOW THE CLOUDS, THE ACFT WAS NOT IN POSITION TO MAKE A NORMAL LANDING. THE PLT MADE A GO-AROUND AND ATTEMPTED TO FLY A VFR TRAFFIC PATTERN. WHILE ATTEMPTING TO ALIGN THE ACFT FOR LANDING HE ALLOWED THE ACFT TO STALL, DESCEND AND IMPACT THE GROUND. THE ACFT TRAVELED ACROSS THE ARPT INTERSECTING RUNWAYS AND CAME TO REST IN AN UPRIGHT POSITION. THE ACFT EXCEEDED MAXIMUM GROSS WEIGHT TAKEOFF LIMITS ON DEPARTURE AND FORWARD CG LIMIT AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - LOW CEILING
4. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
5. (F) VFR PROCEDURES - ATTEMPTED - PILOT IN COMMAND
6. (C) STALL - INADVERTENT - PILOT IN COMMAND
7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 15, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7319 hours (Total, all aircraft), 116 hours (Total, this make and model), 7050 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Smith, Ted Aerostar	Registration:	N35DM
Model/Series:	601P AEROSTAR 601P AEROS	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	61P-0247
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 20, 1985 Annual	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:	50 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2208 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-S1A5MM
Registered Owner:	DSI LEASING, INC	Rated Power:	340 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	DIK ,2589 ft msl	Distance from Accident Site:	
Observation Time:	13:32 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	1 miles
Lowest Ceiling:	Overcast / 900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C
Precipitation and Obscuration:	N/A - Blowing - Snow		
Departure Point:	SEATTLE , WA (BFI)	Type of Flight Plan Filed:	IFR
Destination:	DICKINSON , ND (DIK)	Type of Clearance:	IFR
Departure Time:	08:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	DICKINSON DIK	Runway Surface Type:	Asphalt
Airport Elevation:	2589 ft msl	Runway Surface Condition:	Wet
Runway Used:	32	IFR Approach:	Localizer only
Runway Length/Width:	5200 ft / 75 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	46.879005,-102.779991(est)

Administrative Information

Investigator In Charge (IIC): Mangum, Prentiss

Additional Participating Persons: WES EDWARDS;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=16934>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).