



Aviation Investigation Final Report

Location:	ORLANDO, Florida	Accident Number:	MIA96LA149
Date & Time:	May 24, 1996, 10:28 Local	Registration:	N441CB
Aircraft:	Smith, Ted Aerostar AEROSTAR 601P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

During takeoff, the pilot retracted the landing gear, then a 'power loss' occurred at an altitude of about 150 feet AGL, followed by a 'rapid speed loss to Vmc...84 Knots.' The airplane was still over the runway, and the pilot elected to land straight ahead. After evacuating the airplane, he noted that the landing gear was in an intermediate position, and the right tire had blown out. During a postaccident interview, the pilot stated that both engines lost power just after takeoff. He stated that the left engine lost power first with its manifold pressure dropping from 40' hg to 25' hg, then the right engine had a 'partial loss of power.' Both engines were operationally checked, but no discrepancies were found with either engine during the test runs.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of power in both engines for undetermined reason(s).

Findings

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

Findings

1. 2 ENGINES
2. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: WHEELS UP LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings
3. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND

Factual Information

On May 24, 1996, about 1028 eastern daylight time, a Piper-Smith PA-60-601P, N441CB, registered to a private owner, operating as a 14 CFR Part 91, business flight, en route to Greenville, South Carolina, then to Michigan, crashed in the vicinity of Orlando, Florida. Visual meteorological conditions prevailed, and an IFR flight plan was filed. The airplane was substantially damaged. The private pilot and one passenger were not injured.

According to the pilot's statement, after being cleared for takeoff on runway 18R, he started the takeoff roll, rotated the airplane at 100 knots, and retracted the landing gear. He stated there was a "power loss" at an altitude of about 250 feet mean sea level, then a "rapid speed loss to Vmc...84 Knots." The flight was still over the runway, when the pilot elected to abort the takeoff. He pushed the nose forward and landed straight ahead on the runway. After evacuating the airplane, the pilot noted that the landing gear had not fully retracted, and the right tire had blown.

The FAA interviewed the pilot, and he stated to them, "...that he had experienced a power loss in both engines just after take off...the left engine lost power first, and the left engine manifold pressure indication dropped from 40 " hg. To 25"hg. The right engine subsequently experienced a partial loss of power...[the pilot] elected to put the aircraft back on to the runway before the airplane stalled."

On July 10, 1996, both of the airplane's engines were test run on the ramp, at Signature Aviation, Orlando, Florida. No discrepancies were found with either engine during the test runs.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 30, 1996
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1325 hours (Total, all aircraft), 550 hours (Total, this make and model), 1282 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Smith, Ted Aerostar	Registration:	N441CB
Model/Series:	AEROSTAR 601P AEROSTAR 6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0417-150
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 31, 1996 Annual	Certified Max Gross Wt.:	6356 lbs
Time Since Last Inspection:	48 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3155 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540-S1A5
Registered Owner:	MANFRED W. ENGLER	Rated Power:	350 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MCO ,96 ft msl	Distance from Accident Site:	
Observation Time:	10:41 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2800 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MCO)	Type of Flight Plan Filed:	IFR
Destination:	GREENVILLE , SC (GSP)	Type of Clearance:	IFR
Departure Time:	10:28 Local	Type of Airspace:	

Airport Information

Airport:	ORLANDO INTERNATIONAL MCO	Runway Surface Type:	Asphalt
Airport Elevation:	96 ft msl	Runway Surface Condition:	Dry
Runway Used:	18R	IFR Approach:	None
Runway Length/Width:	12004 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	28.540981,-81.370574(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	SCOTT STRICKLAND; ORLANDO , FL
Original Publish Date:	October 4, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38025

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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](#).