



# Aviation Investigation Final Report

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|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Elyria, Ohio                         | <b>Accident Number:</b> | CHI08CA048  |
| <b>Date &amp; Time:</b>        | December 11, 2007, 14:30 Local       | <b>Registration:</b>    | N2699G      |
| <b>Aircraft:</b>               | Smith, Ted Aerostar Aerostar 601     | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

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## Analysis

The pilot reported that he departed on an instrument flight rules flight plan into a low overcast cloud ceiling. He commented that he lost visual contact with the ground immediately upon liftoff. During the initial climb, the airplane momentarily entered a nose-down attitude. He subsequently corrected the nose down attitude. However, as the airplane began to climb again the right wing impacted a tree. This occurred approximately 1 mile from the airport and within 1 minute of takeoff. After the in-flight collision, he had "full function" of the airplane and elected to continue the planned 31-minute flight to the intended destination. He added that there were no anomalies related to flight control or engine operation during the flight. A post accident inspection revealed impact damage to the leading edge of the right wing, right engine nacelle, and right propeller spinner. In addition, the inspection revealed a 3-inch crack in the aft wing spar at the right main landing gear wheel well.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's momentary loss of control after takeoff, which resulted in an in-flight collision with a tree. A contributing factor was the presence of the tree.

## Findings

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## Factual Information

### History of Flight

### Pilot Information

|                                  |  |  |                  |
|----------------------------------|--|--|------------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 58, Male         |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land  | <b>Seat Occupied:</b>                    | Left             |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                  |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             | No               |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No               |
| <b>Medical Certification:</b>    | Class 3 With waivers/limitations   | <b>Last FAA Medical Exam:</b>            | December 1, 2005 |
| <b>Occupational Pilot:</b>       | No   | <b>Last Flight Review or Equivalent:</b> | October 1, 2006  |
| <b>Flight Time:</b>              | 2411 hours (Total, all aircraft), 789 hours (Total, this make and model), 2314 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft) |  |                  |

### Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Smith, Ted Aerostar                                    | <b>Registration:</b>                  | N2699G          |
| <b>Model/Series:</b>                 | Aerostar 601   | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal   | <b>Serial Number:</b>                 | 61-0163-083     |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle                                 | <b>Seats:</b>                         | 5               |
| <b>Date/Type of Last Inspection:</b> | December 1, 2007 Annual                                | <b>Certified Max Gross Wt.:</b>       | 5500 lbs        |
| <b>Time Since Last Inspection:</b>   |  | <b>Engines:</b>                       | 2 Reciprocating |
| <b>Airframe Total Time:</b>          |  | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | IO-540-S1-A5    |
| <b>Registered Owner:</b>             | On file  | <b>Rated Power:</b>                   | 290 Horsepower  |
| <b>Operator:</b>                     | On file  | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|   |                       |   |                  |
|---|-----------------------|---|------------------|
| <b>Conditions at Accident Site:</b>     | Instrument (IMC)      | <b>Condition of Light:</b>                  | Day              |
| <b>Observation Facility, Elevation:</b> | LPR,793 ft msl        | <b>Distance from Accident Site:</b>         | 1 Nautical Miles |
| <b>Observation Time:</b>                | 14:53 Local           | <b>Direction from Accident Site:</b>        |                  |
| <b>Lowest Cloud Condition:</b>          |                       | <b>Visibility</b>                           | 1.25 miles       |
| <b>Lowest Ceiling:</b>                  | Overcast / 200 ft AGL | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 5 knots /             | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 190°                  | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 30 inches Hg          | <b>Temperature/Dew Point:</b>               | 4°C / 3°C        |
| <b>Precipitation and Obscuration:</b>   | N/A - None - Mist     |   |                  |
| <b>Departure Point:</b>                 | Elyria, OH (LPR )     | <b>Type of Flight Plan Filed:</b>           | IFR              |
| <b>Destination:</b>                     | Pontiac, MI (PTK )    | <b>Type of Clearance:</b>                   | IFR              |
| <b>Departure Time:</b>                  | 14:30 Local           | <b>Type of Airspace:</b>                    |                  |

## Airport Information

|                             |                            |                                  |      |
|-----------------------------|----------------------------|----------------------------------|------|
| <b>Airport:</b>             | Lorain County Regional LPR | <b>Runway Surface Type:</b>      |      |
| <b>Airport Elevation:</b>   | 793 ft msl                 | <b>Runway Surface Condition:</b> |      |
| <b>Runway Used:</b>         |                            | <b>IFR Approach:</b>             | None |
| <b>Runway Length/Width:</b> |                            | <b>VFR Approach/Landing:</b>     | None |

## Wreckage and Impact Information

|                            |        |                             |                      |
|----------------------------|--------|-----------------------------|----------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial          |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                 |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                 |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 41.344165,-82.177497 |

## Administrative Information

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|--|---|
| <b>Investigator In Charge (IIC):</b>     | Sorensen, Timothy   |
| <b>Additional Participating Persons:</b> | Troy Zwicke; FAA-Cleveland FSDO; Cleveland, OH  |
| <b>Original Publish Date:</b>            | January 31, 2008  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             | This accident report documents the factual circumstances of this accident as described to the NTSB.   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=67345">https://data.nts.gov/Docket?ProjectID=67345</a> |

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