



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GENOA, NV	<b>Accident Number:</b>	SEA85FA035
<b>Date &amp; Time:</b>	12/13/1984, 0200 PST	<b>Registration:</b>	N9781Q
<b>Aircraft:</b>	Smith, Ted Aerostar AEROSTAR 601A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE PLT HAD FLOWN FROM CARSON CITY, NV TO SHREVEPORT, LA ON 12/10/84 FOR BUSINESS. AT 1530 ON 12/12/84, HE DEPARTED ON AFLT TO CORONA,CA WITH REFUELING STOPS AT ALBUQUERQUE, NM & PHOENIX, AZ. HE DEPARTED PHOENIX AT 2100, BUT ENCOUNTERED WX & RETURNED TO PHOENIX WHERE HE REFUELED AGAIN & OBTAINED A LENGTHY WX BRIEFING. HE THEN ELECTED TO RETURN TO HIS HOMEARPT AT CARSON CITY & TOOK OFF AT 2351. WHEN THE ACFT DID NOT ARRIVE, A SEARCH WAS INITIATED. RADAR DATA REVEALED AN UNIDENTIFIED TARGET THAT DISAPPEARED NEAR GENOA, NV. DURING A SEARCH IN THAT AREA, THE WRECKAGE WAS FOUND WHERE THE ACFTHAD CRASHED NEAR THE TOP OF A MOUNTAIN ABOUT 5 MI NORTH OF THE PLT'S HOME. THE ELEVATION WAS APRX 9050 FT. IMPACT OCCURRED ON A WESTERLY HEADING, ABOUT 2 HRS BEFORE MOONSET, ON THE SHADED SIDE OF THE MOUNTAIN, IN A NEAR WINGS LEVEL ATTITUDE. NO PREIMPACT/MECHANICAL MALFUNCTION/FAILURE WAS FOUND, BOTH ENGS/PROPS SHOWED EVIDENCE OF POWER. THE PLT'S WIFE SAID HE SOMETIMES FLEW OVER THEIR HOUSE TO LET HER KNOW HE WOULD BE HOME SOON. COMPLETE AUTOPSY/TOX CHECK NOT PSBL.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. PROPER ALTITUDE - NOT MAINTAINED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Expired	<b>Last FAA Medical Exam:</b>	02/21/1980
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6100 hours (Total, all aircraft), 2000 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Smith, Ted Aerostar	<b>Registration:</b>	N9781Q
<b>Model/Series:</b>	AEROSTAR 601A AEROSTAR 6	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	61P-0409-145
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	10/15/1984, Annual	<b>Certified Max Gross Wt.:</b>	6000 lbs
<b>Time Since Last Inspection:</b>	41 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1788 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-540-S1A5
<b>Registered Owner:</b>	ERIC W. LAUB	<b>Rated Power:</b>	290 hp
<b>Operator:</b>	SAM LEWIS MCCORMAC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	RNO, 4412 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	0155 PST	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2° C / -7° C
Precipitation and Obscuration:			
Departure Point:	PHOENIX, AZ (PHX)	Type of Flight Plan Filed:	None
Destination:	CARSON CITY, NV (004)	Type of Clearance:	VFR on top
Departure Time:	2400 MST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WALLACE L STRIPLING	Report Date:	
Additional Participating Persons:	ROBERT BOOB, JR.; VERO BEACH, FL BRUCE BUDOVEC; WILLIAMSPORT, PA		
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 <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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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](#).