



National Transportation Safety Board Aviation Accident Final Report

Location:	ERIE, PA	Accident Number:	NYC85FA189
Date & Time:	07/19/1985, 0343 EDT	Registration:	N71MA
Aircraft:	Smith, Ted Aerostar AEROSTAR 601	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

DURING A NORMAL IFR CRUISE FLIGHT, THE PILOT OF AIR OHIO FLIGHT 21, DID NOT RESPOND TO ATC INSTRUCTIONS. AIR OHIO FLIGHT 21 CONTINUED FOR 40 MINUTES WITH NO REPLY AND WITHOUT DEVIATION IN ALTITUDE OR HEADING UNTIL THE DISCRETE TARGET DISAPPEARED FROM RADAR OVER LAKE ERIE. THE PILOT HAD NOT SLEPT FOR APPROXIMATELY 30 HOURS PRIOR TO THE LOSS OF COMMUNICATION RESPONSE.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDETERMINED
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
2. (C) INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - WATER, ROUGH
4. (C) FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/01/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3200 hours (Total, all aircraft), 22 hours (Total, this make and model), 179 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Smith, Ted Aerostar	Registration:	N71MA
Model/Series:	AEROSTAR 601 AEROSTAR 6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61-0217-094
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	05/23/1985, 100 Hour	Certified Max Gross Wt.:	5700 lbs
Time Since Last Inspection:	73 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2475 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-S1AS
Registered Owner:	JOHN L. DELASSUS	Rated Power:	290 hp
Operator:	DON EVANS	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	NORTH COAST AVIATION	Operator Designator Code:	6GL6

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ERI, 732 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	0550 EDT	Direction from Accident Site:	175°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 14° C
Precipitation and Obscuration:			
Departure Point:	LOUISVILLE, KY (SDF)	Type of Flight Plan Filed:	IFR
Destination:	CLEVELAND, OH (BFT)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BEN R COLEMAN	Report Date:	
Additional Participating Persons:	CHARLES E STOCKDALE; WEST MIFFLIN, 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).