



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	CLEVELAND, OH	<b>Accident Number:</b>	CHI85FAMS1
<b>Date &amp; Time:</b>	06/06/1985, 0015 EDT	<b>Registration:</b>	CFFLC
<b>Aircraft:</b>	BEECH E18S	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Analysis

THE FLIGHT DEPARTED & PROCEEDED EN ROUTE WITHOUT INCIDENT. RADAR & RADIO CONTACT WAS MAINTAINED UNTIL THE FLT PROCEEDED OVER LAKE ERIE. THE FLT DID NOT ARRIVE AT IT'S DESTINATION. THE ACFT IS PRESUMED TO HAVE CRASHED IN LAKE ERIE. ONE IDENTIFIABLE 3 FT X 4 FT SECTION OF FLOOR PANEL WAS LOCATED.TWO SMALLER PIECES OF WRECKAGE WERE ALSO FOUND WHICH MAY HAVE BEEN PORTIONS OF CFFIC.

## Probable Cause and Findings

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

## Findings

Occurrence #1: MISSING AIRCRAFT  
Phase of Operation: UNKNOWN

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<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 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/22/1985
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	5131 hours (Total, all aircraft), 340 hours (Total, this make and model), 3384 hours (Pilot In Command, all aircraft), 219 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	CFFLC
<b>Model/Series:</b>	E18S E18S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BA365
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	05/23/1985, 100 Hour	<b>Certified Max Gross Wt.:</b>	9700 lbs
<b>Time Since Last Inspection:</b>	55 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4756 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>		<b>Engine Model/Series:</b>	R985-AN14B
<b>Registered Owner:</b>	SKYCRAFT AIR TRANSPORT, INC.	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	SKYCRAFT AIR TRANSPORT, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	CLE, 792 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	0100 EDT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9° C / 7° C
Precipitation and Obscuration:			
Departure Point:	OSHAWA, CD (YOO)	Type of Flight Plan Filed:	VFR
Destination:	CLEVELAND, OH (CLE)	Type of Clearance:	VFR
Departure Time:	2302 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	FRED A RATHKE, JR.	Report Date:	
Additional Participating Persons:	H V KEULEN; ONTARIO, CD		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).