



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ANSONIA, OH	<b>Accident Number:</b>	ATL90MA051
<b>Date &amp; Time:</b>	01/18/1990, 0551 EST	<b>Registration:</b>	N331DP
<b>Aircraft:</b>	LEARJET 23	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

AT 0515 EST, THE FLT WAS CLRD FOR TAKEOFF ON A FLT FM YPLISANTA, MI TO LOUISVILLE, KY. ABT 17 MIN LATER, THE FLT CREW BGN TO DISPLAY INDCNS OF A DETERIORATION OF THEIR ABILITY TO CTL THE ACFT. AT 1ST, THEY DEVIATED FM INSTRNS TO HOLD WEST OF THE FINDLAY VOR AT FL220. AS THE FLT CONTD & WAS CLRD TO FL270, THE CREW DISPLAYED CONFUSION ABT MAG HDGS & BASIC INSTRNS. AT 1048 EST, THE ACFT DEVIATED FM THE EN ROUTE HDG & THE WRONG HDG WAS READ BACK AFTER A HDG CORRECTION WAS GIVEN. ALSO, THE ACFT CONTD CLIMBING (TO FL291), THEN RADAR & RADIO CTC WERE LOST AT 0551 EST. THE CTLR NOTED THE PLT'S SPEECH WAS SLURRED & SOME PORTIONS OF THE CONVERSATION WERE UNINTELLIGIBLE. SUBSEQUENTLY, THE ACFT CRASHED IN A STEEP DIVE. NO PREIMPACT PART FAILURE WAS VERIFIED, THOUGH IMPACT FORCES & POST-CRASH FIRE RESULTED IN EXTSV DMG OF THE ACFT. THE ACFT WAS EQUIPPED WITH OXYGEN & PRESSURIZATION SYS. NO AUDIBLE WARNING WAS NOTED ON ATC RECORDINGS TO INDC THE CABIN ALT HAD EXCEEDED 10,000', THOUGH THE ACFT WAS EQUIPPED WITH SUCH A DEVICE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FLIGHT CREW BECAME INCAPACITATED FOR UNDETERMINED REASONS AND LOST CONTROL OF THE AIRPLANE.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. AIRCRAFT CONTROL - NOT MAINTAINED
  2. (C) INCAPACITATION - PILOT IN COMMAND
  3. (C) INCAPACITATION - COPILOT/SECOND PILOT
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	53, 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; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/25/1989
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	20000 hours (Total, all aircraft), 168 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LEARJET	<b>Registration:</b>	N331DP
<b>Model/Series:</b>	23 23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	067
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>		<b>Engine Model/Series:</b>	CJ-610-4
<b>Registered Owner:</b>		<b>Rated Power:</b>	2850 lbs
<b>Operator:</b>	AERO SMITH LEASING	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	AERO FLIGHT SERVICES	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DAY, 1009 ft msl	Distance from Accident Site:	42 Nautical Miles
Observation Time:	0600 EST	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 800 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 1100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	YPLISANTA, MI (YIP)	Type of Flight Plan Filed:	IFR
Destination:	LOUISVILLE, KY (SDF)	Type of Clearance:	IFR
Departure Time:	0520 EST	Type of Airspace:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	03/05/1993
Additional Participating Persons:			
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](#).