



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PUT-IN-BAY, OH	<b>Accident Number:</b>	CHI84FA058
<b>Date &amp; Time:</b>	12/09/1983, 2130 EST	<b>Registration:</b>	N208JP
<b>Aircraft:</b>	CESSNA 207	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE PLT & 3 PASSENGERS TOOK OFF AT NIGHT ON AN OVER WATER FLT TO AN ISLAND IN LAKE ERIE TO PROVIDE HELP TO A HEART PATIENT. NO FLT PLAN WAS FILED & NO RECORD OF A WX BRIEFING WAS FOUND. REPORTEDLY, AFTER TAKEOFF, THE ACFT DISAPPEARED IN A CLOUD OR HAZE. ALSO AFTER DEPARTING, SHERIFF'S PERSONNEL RECEIVED A RADIO CALL FROM THE ACFT STATING 'WE ARE IN IT.' ACCORDING TO LOCAL RESIDENTS, THERE WAS PATCHY FOG IN THE AREA. WHEN THE ACFT DID NOT ARRIVE AT ITS DESTINATION, A SEARCH WAS INITIATED. THE PLANE WAS FOUND IN LAKE ERIE ALONG THE EXPECTED ROUTE OF FLT. THE ACFT WAS INTACT, EXCEPT THE ENG WAS LOOSE FROM THE FIREWALL & THERE WAS MAJOR DAMAGE TO THE RIGHT, OUTER WING PANEL. NO PREIMPACT/MECHANICAL MALFUNCTION/FAILURE WAS FOUND. ABOUT 45 MI WEST AT TOLEDO, OH, THE 2150 WX IN PART WAS: 1500 FT OVERCAST, VISIBILITY VARIABLE 1 TO 2 MI WITH FOG, TEMP 32, DEW POINT 31, WIND FROM 330 DEG AT 4 KTS.

## 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 ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) WEATHER CONDITION - FOG
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: UNKNOWN

### Findings

6. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
8. (F) SPATIAL DISORIENTATION - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<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 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/20/1982
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	809 hours (Total, all aircraft), 54 hours (Total, this make and model), 671 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N208JP
<b>Model/Series:</b>	207 207	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	T20700060
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	05/04/1983, 100 Hour	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	50 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	8534 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	TRAVLIER TAXI, INC.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	ISLAND AIRLINES	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TOL, 684 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	2150 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	0° C / -1° C
Precipitation and Obscuration:			
Departure Point:	PUT-IN-BAY, OH (OH30)	Type of Flight Plan Filed:	None
Destination:	KELLEYS ISLAND, OH (89D)	Type of Clearance:	None
Departure Time:	2125 EST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CARL E DINWIDDIE	Report Date:	
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](#).