



National Transportation Safety Board Aviation Accident Final Report

Location:	MANSFIELD, OH	Accident Number:	ATL89FA065
Date & Time:	01/02/1989, 1643 EST	Registration:	N500V
Aircraft:	MITSUBISHI MU-2B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DRG ARRIVAL, THE FLT WAS VCTRD FOR AN ILS RWY 32 APCH. AS THE ARRIVAL CONTD, THE ATC CTLR PROVIDED THE LATEST INFO ON CLOUD TOPS & IN-CLOUD ICING. THE PLT ACKNOWLEDGED, THEN INQUIRED ABOUT THE STATUS OF THE 'LOCATOR.' THE CTLR ADZD THAT ALL COMPONENTS OF THE ILS, INCLUDING THE OUTER MARKER LOCATOR, WERE MONITORING NML. FOUR MI FM THE OUTER MARKER/FAF, THEPLT WAS GIVEN A FINAL VECTOR, WAS CLRD FOR THE APCH & WAS CLRD TO CIRCLE & LND ON RWY 23. HE ACKNOWLEDGED, THEN RADIO & RADAR CTC WITH THE ACFT WERE LOST. THE ACFT CRASHED APRX 2 MI SE OF THE FAF, WHILE IN A STEEP DSCNT ON A HDG OF 140 DEG.NO PREIMPACT PART FAILURE/MALFUNCTION OF THE ACFT WAS FND, THOUGH IT WAS EXTENSIVELY DMGD. ABT 3 WKS AFTER A BOATING ACDNT ON 7/2/88, THE PLT WAS ADMITTED TO A HOSPITAL & TREATED FOR A STROKE, BUT AN AUTOPSY & TOX CHECKS FAILED TO REVEALANY COND WHICH WOULD HAVE PREVENTED THE PLT FM PERFORMING HIS DUTIES. AD 88-13-01, CONCERNING ACFT EQUIPPED WITH M-4C/D AUTOPLTS, WAS NOT COMPLIED WITH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT, DUE TO SPATIAL DISORIENTATION, AT ABOUT THE TIME HE WAS CHANGING RADIO FREQUENCIES DURING AN IFR APPROACH.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - ICING CONDITIONS
3. WEATHER CONDITION - LOW CEILING
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/15/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11700 hours (Total, all aircraft), 2860 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N500V
Model/Series:	MU-2B MU-2B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	3795A
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	06/13/1988, AAIP	Certified Max Gross Wt.:	8930 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	3288 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331
Registered Owner:	BARONCO AIRE LTD	Rated Power:	665 hp
Operator:	BARONCO AIRE LTD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFD, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1648 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 800 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2° C / -3° C
Precipitation and Obscuration:			
Departure Point:	GREENVILLE, SC (GSP)	Type of Flight Plan Filed:	IFR
Destination:	MANSFIELD, OH	Type of Clearance:	IFR
Departure Time:	1505 EST	Type of Airspace:	Class E

Airport Information

Airport:	MANSFIELD LAHM MUNI (MFD)	Runway Surface Type:	Asphalt
Airport Elevation:	1297 ft	Runway Surface Condition:	Snow--wet
Runway Used:	23	IFR Approach:	ILS
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	12/10/1990
Additional Participating Persons:	EDGAR R FRASER; WASHINGTON, DC ROBERT HARRIS; CLEVELAND, OH PETE B BAKER; PHOENIX, AZ EARL BERRY; SAN ANGELO, TX		
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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