



National Transportation Safety Board Aviation Accident Data Summary

Location:	MANSFIELD, OH	Accident Number:	ATL89FA065
Date & Time:	01/02/1989, 1643 EST	Registration:	N500V
Aircraft:	MITSUBISHI MU-2B	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

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

Pilot Information

Certificate:	Commercial	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Turbo Prop
Operator:	BARONCO AIRE LTD	Engine Manufacturer:	GARRETT
Operating Certificate(s) Held:	None	Engine Model/Series:	TPE-331
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFD, 0 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 800 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 230°
Temperature:	-2° C	Visibility	2 Miles
Precipitation and Obscuration:			
Departure Point:	GREENVILLE, SC (GSP)	Destination:	MANSFIELD, OH

Airport Information

Airport:	MANSFIELD LAHM MUNI (MFD)	Runway Surface Type:	Asphalt
Runway Used:	23	Runway Surface Condition:	Snow--wet
Runway Length/Width:	9000 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PHILLIP POWELL Adopted Date: 12/10/1990

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/>.

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