



National Transportation Safety Board Aviation Accident Data Summary

Location:	KANSAS CITY, MO	Accident Number:	MKC87FA130
Date & Time:	07/02/1987, 2105 CDT	Registration:	N271MA
Aircraft:	MITSUBISHI MU-2B-60	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

DURING A TAKEOFF, PIC LOST DIRECTIONAL CONTROL OF ACFT, CAUSING IT TO SWERVE OFF THE ACTIVE RUNWAY, SPIN AROUND, SHEARING THE NOSE GEAR ASSEMBLY AND LEFT MAIN WHEEL. THE NOSE WHEEL STRUT ASSEMBLY CAREENED INTO THE RIGHT POWERPLANT PROPELLER CAUSING THE TORQUE SHAFT TO SHEAR. SUBSEQUENT TEAR DOWN AND INSPECTION OF THE POWERPLANTS, AND THE AUTOPILOT SYSTEM SHOWED NO MALFUNCTION OF THE RESPECTIVE COMPONENTS. THE PIC WAS THE OWNER OF THE AIR TAXI SERVICE AND WAS IN THE PROCESS OF REPOSITIONING THE ACFT. HIS TOTAL TIME IN MU-2'S REFLECTS A SUBSTANTIAL AMOUNT OF CO-PLT TIME.

Probable Cause

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. AIRSPEED(VR) - NOT OBTAINED - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF - ROLL/RUN

Occurrence #3: GEAR COLLAPSED

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (F) LANDING GEAR, NOSE GEAR ASSEMBLY - SHEARED
5. (F) LANDING GEAR, WHEEL - SEPARATION

Pilot Information

Certificate:	Commercial	Age:	55
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	4599 hours (Total, all aircraft), 270 hours (Total, this make and model), 2825 hours (Pilot In Command, all aircraft), 88 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N271MA
Model/Series:	MU-2B-60 MU-2B-60	Engines:	2 Turbo Prop
Operator:	CORPORATE AVIATION SERVICE	Engine Manufacturer:	GARRETT
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	TPE-331-10
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MKC, 758 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 240°
Temperature:	27° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	KANSAS CITY, MO (MKC)	Destination:	TULSA, OK (TUL)

Airport Information

Airport:	MKC DOWNTOWN (MKC)	Runway Surface Type:	Asphalt
Runway Used:	19	Runway Surface Condition:	Dry
Runway Length/Width:	7001 ft / 150 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): JOHN R HRUBAN Adopted Date: 06/16/1989

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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