



National Transportation Safety Board Aviation Accident Data Summary

Location:	ROBERT LEE, TX	Accident Number:	FTW85LA067
Date & Time:	12/01/1984, 1910 CST	Registration:	N112SK
Aircraft:	MITSUBISHI MU-2B-35	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

THE ACFT WAS ON FERRY FLT WITH A PLANNED STOP AT ROBERT LEE ARPT. PRIOR TO TOUCHDOWN, DURING THE FLARE, THE PLT SAW 3 OR 4 DEER IN THE MIDDLE OF THE RUNWAY. HE BANKED TO THE LEFT AND PRIOR TO ADDING POWER TO GO-AROUND, THE ACFT SETTLED TO THE GROUND NEXT TO THE RWY. DURING THE LANDING ROLL ALL THREE LANDING GEAR COLLAPSED. THE STAT ARPT DIRECTORY WARNS TO WATCH FOR DEER ON THE RWY AT THIS UNATTENDED AND UNLIGHTED ARPT. THE ACCIDENT OCCURRED AFTER DARK.

Probable Cause

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

Findings

Occurrence #1: ABRUPT MANEUVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) LIGHT CONDITION - NIGHT
2. (F) OBJECT - ANIMAL(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

3. (C) TERRAIN CONDITION - ROUGH/UNEVEN
4. (C) CLIMB - NOT ATTAINED - PILOT IN COMMAND
5. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #3: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

6. (C) TERRAIN CONDITION - ROUGH/UNEVEN

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	48
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	20182 hours (Total, all aircraft), 8500 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N112SK
Model/Series:	MU-2B-35 MU-2B-35	Engines:	2 Turbo Prop
Operator:	BUSH FIELD AIRCRAFT CO.	Engine Manufacturer:	GARRETT
Operating Certificate(s) Held:	None	Engine Model/Series:	TPE-331-6251M
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	SJT, 1915 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 190°
Temperature:	13°C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	CLOVIS, NM (CVN)	Destination:	ROBERT LEE, TX (54F)

Airport Information

Airport:	ROBERT LEE (54F)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	4450 ft / 50 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): WARREN V WANDEL

Adopted 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.