



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Elyria, OH	<b>Accident Number:</b>	CEN10FA097
<b>Date &amp; Time:</b>	01/18/2010, 1405 EST	<b>Registration:</b>	N80HH
<b>Aircraft:</b>	MITSUBISHI MU-2B-60	<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

On his first Instrument Landing System (ILS) approach, the pilot initially flew through the localizer course. The pilot then reestablished the airplane on the final approach course, but the airplane's altitude at the decision height was about 500 feet too high. He executed a missed approach and received radar vectors for another approach. The airplane was flying inbound on the second ILS approach when a witness reported that he saw the airplane about 150 feet above the ground in about a 60-degree nose-low attitude with about an 80-degree right bank angle. The initial ground impact point was about 2,150 feet west of the runway threshold and about 720 feet north (left) of the extended centerline. The cloud tops were about 3,000 feet with light rime or mixed icing. The flap jack screws and flap indicator were found in the 5-degree flap position. The inspection of the airplane revealed no preimpact anomalies to the airframe, engines, or propellers. A radar study performed on the flight indicated that the calibrated airspeed was about 130 knots on the final approach, but subsequently decreased to about 95–100 knots during the 20-second period prior to loss of radar contact. According to the airplane's flight manual, the wings-level power-off stall speed at the accident aircraft's weight is about 91 knots. The ILS approach flight profile indicates that 20 degrees of flaps should be used at the glide slope intercept while maintaining 120 knots minimum airspeed. At least 20 degrees of flaps should be maintained until touchdown. The "No Flap" or "5 Degrees Flap Landing" flight profile indicates that the NO FLAP Vref airspeed is 115 knots calibrated airspeed minimum.

## Flight Events

Approach-IFR final approach - Aerodynamic stall/spin  
Uncontrolled descent - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to maintain adequate airspeed during the instrument approach, which resulted in an aerodynamic stall and impact with terrain.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C  
Aircraft-Aircraft structures-Wing structure-Trailing edge flaps-Incorrect use/operation  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Personnel issues-Action/decision-Action-Incorrect action performance-Pilot  
Environmental issues-Conditions/weather/phenomena-Wind-Tailwind-Effect on operation

## Pilot Information

Certificate:	Airline Transport	Age:	30
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Single-engine
Flight Time:	(Estimated) 2010 hours (Total, all aircraft), 1250 hours (Total, this make and model)		

## Co-Pilot Information

Certificate:	Private	Age:	46
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 190 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N80HH
Model/Series:	MU-2B-60	Engines:	2 Turbo Prop
Operator:	MITTS Corp	Engine Manufacturer:	Honeywell
Operating Certificate(s) Held:	None	Engine Model/Series:	TPS-331-10
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:	LPR, 793 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 500 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 240°
Temperature:	-1°C	Visibility	2 Miles
Precipitation and Obscuration:			
Departure Point:	Gainesville, FL (GNV)	Destination:	Elyria, OH (LPR)

## Airport Information

Airport:	Lorain County Regional Airport (LPR)	Runway Surface Type:	Asphalt
Runway Used:	07	Runway Surface Condition:	Dry
Runway Length/Width:	5002 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	41.340000, -82.193611		

## Administrative Information

Investigator In Charge (IIC):	James P Silliman	Adopted Date:	04/12/2011
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75275">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75275</a>		

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