

**Aviation Safety Investigation Report
198300070**

Mitsubishi MU2B-30

15 November 1983

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the kind of perceptual error described above. The runway would thus appear to the pilot slightly higher than it actually was. His judgement of flare height, being based on this false perception, would therefore be incorrect.

Significant Factors:

Schedule changed; auto-pilot unserviceable; both pilots fatigued; command responsibility unresolved; pilot under check misjudged flare; check-pilot did not take over in time to recover control. Possible Factor Visual perception errors resulting from stress induced by the pilot's reaction to the simulated engine failure.