



National Transportation Safety Board Aviation Accident Final Report

Location:	PUTNAM, TX	Accident Number:	FTW90FA072
Date & Time:	02/14/1990, 0753 CST	Registration:	N300CW
Aircraft:	MITSUBISHI MU-2B-60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

BFR TKOF, SAN ANGELO AFSS BRIEFER TOLD THE PLT COMPUTERS WERE DWN IN SOUTH TX FOR 1.5 HRS & NO CURRENT WX INFO WAS AVBL. CURRENT WX INFO WAS AVBL AT NWS AT MIDLAND & FSS'S AT MIDLAND, MCALESTER & DE RIDDER, BUT THE PLT DIDN'T CALL THESE, NORDID THE BRIEFER ADZ HIM TO DO SO. PLT DIDN'T UPDATE WX IN FLT. ABT 38 MIN AFTER TKOF, IN AREA OF POTENTIAL ICING, ACFT SLOWED FM 270 TO 150 KTS GS IN 4 MIN, THEN SLOWED TO 100 KTS IN NEXT 12 SEC. ABT 33 SEC BFR RCHG 100 KTS, PLT RQD DSCNT FM 15,000' TO 13,000'. AT THAT TIME, TRUE GND TRACK WAS APRX 080 DEG WITH WND ALOFT ABT 213 DEG AT 43 KTS. BFR ATC COULDCLR DSCNT, ACFT DSCNDD TO 14,800, THEN RADAR CTC WAS LOST AFTER 1 RTRN AT 9700'. DSCNT RATE BTN LAST 2 ALTS: 12,750 FPM. NO PREIMPACT MALFUNCTION WAS FND. IMC EXISTED ABV 12,500'. FRZG LVL WAS FCST AT 10,000' TO 12,000'. ACFT WAS CERT FOR FLT IN KNOWN ICING CONDS, BUT STATUS OF ANTI-ICE/DE-ICE EQUIP WASN'T DTRMD DUE TO IMPACT/FIRE DMG. LOW LVLS OF ETHANOL WERE FND IN TOX SAMPLES FM ALL OCCUPANTS; HOWEVER, THERE WAS EVIDENCE THAT THE TOX SAMPLES WERE UNRELIABLE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN EXCESSIVE ACCUMMULATION OF STRUCTURAL ICING (ON THE AIRCRAFT'S WINGS, STABILIZERS, FUSELAGE, AND/OR ENGINE INLETS), AND HIS FAILURE TO MAINTAIN ADEQUATE AIRSPEED AND AIRCRAFT CONTROL. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S INADEQUATE WEATHER EVALUATION DUE TO LACK OF AVAILABLE INFORMATION AT THE AUTOMATED FLIGHT SERVICE STATION (AFSS), HIS FAILURE TO OBTAIN ADDITIONAL INFORMATION FROM OTHER WEATHER STATIONS (EITHER BEFORE TAKEOFF OR DURING THE FLIGHT), HIS LACK OF EXPERIENCE IN THIS MAKE AND MODEL OF AIRCRAFT, AND ICING CONDITIONS AT CRUISE ALTITUDE.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
2. (F) INFORMATION INSUFFICIENT - ATC PERSONNEL(FSS)
3. (F) IN-FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - ICING CONDITIONS

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. (C) FUSELAGE - ICE
8. (C) WING - ICE
9. (C) STABILIZER - ICE
10. DESCENT - DELAYED
11. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
12. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/31/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10327 hours (Total, all aircraft), 35 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N300CW
Model/Series:	MU-2B-60 MU-2B-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	795
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	02/07/1990, 100 Hour	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:	10 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2600 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed	Engine Model/Series:	TPE-331
Registered Owner:	WILLIAMS AVIATION CO.	Rated Power:	778 hp
Operator:	WILLIAMS AVIATION CO.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABI, 1790 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	0750 CST	Direction from Accident Site:	268°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 1700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4° C / -4° C
Precipitation and Obscuration:			
Departure Point:	MIDLAND, TX (MDD)	Type of Flight Plan Filed:	IFR
Destination:	DALLAS, TX (DAL)	Type of Clearance:	IFR
Departure Time:	0710 CST	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	09/05/1991
Additional Participating Persons:	RALPH SORRELLS; WICHITA, KS EDDIE WEBBER; WICHITA, KS EARL BERRY, JR.; DALLAS, TX PETER B BAKER; PHOENIX, AZ		
Publish 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/ .		

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