



National Transportation Safety Board Aviation Accident Final Report

Location:	NASHVILLE, TN	Accident Number:	ATL90FA163
Date & Time:	09/06/1990, 1131 CDT	Registration:	N82MA
Aircraft:	MITSUBISHI MU-2B-36	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

ON A PREVIOUS FLT, LOW POWER WAS NOTED IN THE RGT ENG, THE RGT ENG FUEL FLOW WAS 5 TO 8 GAL/HR LESS THAN THE LEFT ENG & THE RGT ENG TEMP (ITT) WAS ABT 500 DEG LESS THAN THE LEFT. A DECISION WAS MADE TO FERRY THE ACFT TO A MAINT FACILITY TO HAVE THE RGT ENG EXAMINED. THE PLT TOOK OFF ON A 5186' RWY (RWY 2C) WITH A LGT TAIL WIND IN 95 DEG TEMP, THOUGH THE ARPT HAD LONGER RWYS (7702', 8000' & 8500'). A WITNESS NOTED THE ACFT LIFTED OFF AT THE END OF THE RWY (CHARTS SHOWED THE TAKEOFF ROLL WITH NORMAL POWER SHOULD HAVE BEEN ABT 3100'). WITNESSES RPRTD THE ACFT REMAINED LOW (NEARLY HITTING A 55' LGT STANDARD) UNTIL IT ROLLED RGT & 'DROPPED LIKE A ROCK.' IMPACT OCCURRED IN A RGT WING LOW ATTITUDE ABT 2 MI FM THE DEP END OF RWY 2C. THE ACFT WAS EXTENSIVELY DMGD BY IMPACT & FIRE; NO PREIMPACT PART FAILURE WAS FND. BOTH ENGS HAD EVIDENCE OF ENG ROTATION AT THE TIME OF IMPACT. THE OPERATOR'S LEAD MECHANIC HAD RPRTD FOR DUTY ABT 3 HRS BEFORE THE ACDNT FLT, BUT HE HAD NOT BEEN INFORMED OF THE ENG PROBLEM BEFORE THE ACFT TOOK OFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE COMPANY/OPERATOR MANAGEMENT'S DECISION TO OPERATE THE AIRCRAFT WITH A KNOWN DEFICIENCY WITHOUT FURTHER MAINTENANCE, THE PILOT'S IMPROPER PLANNING/DECISION AND THE PILOT'S FAILURE TO ABORT THE TAKEOFF (WHILE THERE WAS SUFFICIENT RUNWAY REMAINING). FACTORS RELATED TO THE ACCIDENT WERE: LACK OF POWER IN THE RIGHT ENGINE, AND THE UNFAVORABLE METEOROLOGICAL CONDITIONS AT THE AIRPORT.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) WEATHER CONDITION - TAILWIND
3. (F) POWERPLANT - OUTPUT LOW
4. (C) MAINTENANCE - NOT PERFORMED - COMPANY/OPERATOR MANAGEMENT
5. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - COMPANY/OPERATOR MANAGEMENT
6. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. (C) ABORT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/02/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9379 hours (Total, all aircraft), 5854 hours (Total, this make and model), 8286 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N82MA
Model/Series:	MU-2B-36 MU-2B-36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	665
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	03/26/1990, AAIP	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:	50 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	6714 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed	Engine Model/Series:	TPE-331
Registered Owner:	B AND J LEASING, INC.	Rated Power:	715 hp
Operator:	TENNESSEE AIR CORP.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BNA, 598 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1138 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	35° C / 17° C
Precipitation and Obscuration:			
Departure Point:	(BNA)	Type of Flight Plan Filed:	None
Destination:	MURFREESBORO, TN (MBT)	Type of Clearance:	VFR
Departure Time:	1130 CDT	Type of Airspace:	

Airport Information

Airport:	NASHVILLE INTL (BNA)	Runway Surface Type:	Asphalt
Airport Elevation:	598 ft	Runway Surface Condition:	Dry
Runway Used:	2C	IFR Approach:	None
Runway Length/Width:	5186 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RALPH E HICKS	Report Date:	04/13/1992
Additional Participating Persons:			
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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