



National Transportation Safety Board Aviation Accident Final Report

Location:	GOLETA, CA	Accident Number:	LAX91FA280
Date & Time:	06/28/1991, 2314 PDT	Registration:	N2CJ
Aircraft:	MITSUBISHI MU-2B-36A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AFTER DEPG SANTA MONICA AT NGT, MITSUBISHI MU-2 PLT CTCD TRACON FOR CLNC THRU TCA AT 6500'. TRACON TRIED TO GET AUTOMATED VFR HANDOFF TO ARTCC, BUT WAS UNABLE. RADAR SVC WAS TRMTD & PLT CTCD (NON-RADAR EQUIPPED) SANTA BARBARA FSS (HOME ARPT). HE WAS ADZ WX WAS 500' SCT, 2700' BKN, 4000' OVC, VIS 6 MI WITH FOG. PLT HAD NOT FILED FLT PLAN & BGN A VOR RWY 25 APCH WO OBTAINING CLNC. AS HE CONTD IBND, MU-2 DSCNDD THRU CLDS & CONVERGED WITH FAIRCHILD SA227 THAT WAS ON IFR APCH TO ARPT. ARTCC CTLR, WHO HAD BEEN CTLG SA227, ADZD FSS SPECIALIST OF SITUATION. PLTS OF BOTH ACFT WERE ADZD OF OTR ACFT'S PSN. MU-2 PLT DID NOT RESPOND WHEN ASKED IF HE WAS IN IMC. MU-2 PLT RPRTD 7 OR 8 MI OUT ON VOR APCH. HE WAS TOLD AGAIN OF SA227 ON FINAL APCH & TO PHONE ARTCC AFTER LNDG. NO FURTHER RDO CALLS WERE RCVD FM MU-2 PLT. RADAR DATA SHOWED MU-2 CONVERGED WI 400' OF SA227. PLT BGN LEFT TURN OVR SHORELINE AS IF TO CIRCLE FOR SPACING, BUT MU-2 ENTERED DSCNT & CRASHED IN OCEAN. EXAM OF LGT BULBS INDCD MASTER CAUTION & BATTERY OVR TEMP LGTS WERE ILLUMINATED DRG IMPACT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE AFTER BECOMING SPATIALLY DISORIENTED. FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS, LOW OVERCAST CLOUD CONDITION, THE PILOT'S DECISION TO CONTINUE VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), WHICH RESULTED IN A NEAR COLLISION WITH ANOTHER AIRCRAFT, HIS SELF INDUCED PRESSURE AND DIVERSION OF ATTENTION, WHILE COPING WITH THE SITUATION THAT HE HAD ENCOUNTERED.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
 2. (F) WEATHER CONDITION - CLOUDS
 3. (F) WEATHER CONDITION - LOW CEILING
 4. (F) VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
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Occurrence #2: NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation: APPROACH

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

5. TRAFFIC ADVISORY - ISSUED - ATC PERSONNEL(FSS)
 6. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
 7. ELECTRICAL SYSTEM,BATTERY - OVERTEMPERATURE
 8. (F) DIVERTED ATTENTION - PILOT IN COMMAND
 9. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 10. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

11. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/25/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1730 hours (Total, all aircraft), 230 hours (Total, this make and model), 1430 hours (Pilot In Command, all aircraft), 23 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N2CJ
Model/Series:	MU-2B-36A MU-2B-36A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	726SA
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TPE-331
Registered Owner:	JONES AIR CORPORATION	Rated Power:	715 hp
Operator:	DENNIS M JONES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SBA, 10 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	2251 PDT	Direction from Accident Site:	282°
Lowest Cloud Condition:	Thin Broken / 500 ft agl	Visibility	6 Miles
Lowest Ceiling:	Broken / 2700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	15° C / 14° C
Precipitation and Obscuration:			
Departure Point:	SANTA MONICA, CA (SMO)	Type of Flight Plan Filed:	None
Destination:	SANTA BARBARA, CA (SBA)	Type of Clearance:	None
Departure Time:	2253 PDT	Type of Airspace:	

Airport Information

Airport:	SANTA BARBARA (SBA)	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	VOR
Runway Length/Width:	6049 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	12/04/1992
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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