



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	ALLENTOWN, PA	<b>Accident Number:</b>	NYC96LA053
<b>Date &amp; Time:</b>	01/18/1996, 1930 EST	<b>Registration:</b>	N888TP
<b>Aircraft:</b>	Mitsubishi MU-2B-6	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 2 None

**Flight Conducted Under:** Part 91: General Aviation - Business

---

## Analysis

The flight was on the ILS approach to runway 6, broke out of the clouds at 500 feet, and then re-entered the clouds. The airplane had not yet touched down when it drifted to right of the runway centerline and struck a snow bank located in the grass to the right of the runway, between the runway and the taxiway. The pilot stated he was just starting the missed approach when the accident occurred, and '...that there was no indication of a malfunction of the aircraft.' The reported ceiling was, 100 sky obscured, and the visibility was 1/4 mile, wind 040 degrees, 6 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to comply with IFR procedures in that he attempted an instrument approach with visibility below the required minimums, and his delayed execution of a missed approach. A factor was the reduced visibility due to clouds.

## Findings

---

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MISSED APPROACH (IFR)

### Findings

1. LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - OBSCURATION
3. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
4. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (C) MISSED APPROACH - DELAYED - PILOT IN COMMAND
6. TERRAIN CONDITION - SNOWBANK

## Factual Information

On January 18, 1996, about 1930 eastern standard time, a Mitsubishi MU-2B-6, N888TP, registered to a private owner, operating as a 14 CFR Part 91, business flight, and crashed in the vicinity of Allentown, Pennsylvania. Instrument meteorological conditions prevailed and an IFR flight plan had been filed. The flight had departed Wilkes-Barre, Pennsylvania, en route to Allentown at 1900. The private pilot received minor injuries, and the two passengers were not injured.

The flight was on the ILS approach to runway 6, broke out of the clouds at 500 feet, and then re-entered the clouds. The pilot stated he could not see the runway threshold lights. The airplane had not yet touched down when it drifted to right of the runway centerline, struck a snow bank located in the grass to the right of the runway, between the runway and the taxiway. The pilot stated to the FAA that he was just starting the missed approach when the accident occurred.

According to the FAA the pilot stated, "...that when he added power, the aircraft['s] right wing hit the snow bank (right of runway 6)...[and] that there was no indication of a malfunction of the aircraft."

The Allentown 1915 weather was; 100 sky obscured, visibility 1/4 mile, temperature 38 degrees F, dew point 37 degrees F, wind 040 degrees, 6 knots, altimeter 30.00 inches Hg.

The Instrument Landing System [ILS] Runway 06 approach to the airport, frequency was 110.70. The Initial Approach Fix (IAF), LEEHI, Locator Outer Marker (LOM), was 5.4 nautical miles from the missed approach point (MAP) on the localizer (LOC) course of 061 degrees.

The published decision height (DH), was 594 feet, which was 200 feet above ground level (394 feet airport elevation). The minimum visibility for the approach was 1/2 nautical mile.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/20/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2265 hours (Total, all aircraft), 350 hours (Total, this make and model), 117 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Mitsubishi	Registration:	N888TP
Model/Series:	MU-2B-6 MU-2B-6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1541SA
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	11/30/1995, Annual	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:	36 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2788 Hours	Engine Manufacturer:	Garrett
ELT:	Installed, not activated	Engine Model/Series:	TPE331-10-511
Registered Owner:	WILLIAM C. BENSKIN	Rated Power:	940 hp
Operator:	WILLIAM C. BENSKIN	Operating Certificate(s) Held:	None
Operator Does Business As:	BENSKIN BROTHERS INC.	Operator Designator Code:	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ABE, 394 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1915 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0.25 Miles
Lowest Ceiling:	Obscured / 100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C / 3°C
Precipitation and Obscuration:			
Departure Point:	WILKES-BARRE, PA (AVP)	Type of Flight Plan Filed:	IFR
Destination:	(ABE)	Type of Clearance:	IFR
Departure Time:	1900 EST	Type of Airspace:	

## Airport Information

Airport:	LEHIGH VALLEY (ABE)	Runway Surface Type:	Asphalt
Airport Elevation:	394 ft	Runway Surface Condition:	Wet
Runway Used:	6	IFR Approach:	ILS
Runway Length/Width:	7600 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	08/20/1996
Additional Participating Persons:	ROBERT SHAPERO; ALLENTOWN, PA		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).