



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SAN DIEGO, CA	<b>Accident Number:</b>	BF089LA023
<b>Date &amp; Time:</b>	02/28/1989, 1103 PST	<b>Registration:</b>	N701DM
<b>Aircraft:</b>	MITSUBISHI MU-2B-20F	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Public Aircraft		

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## Analysis

THE PURPOSE OF THE FLT WAS TO PROVIDE AIRBORNE INTERCEPT TRAINING FOR THE U.S. NAVY. THE MISSION HAD JUST BEEN COMPLETED& THE ACCIDENT ACFT, FNT701, & ANOTHER ACFT, FNT492, WERE RETURNING HOME WHEN THE ACCIDENT OCCURRED. RADAR DATA SHOWED FNT701 WAS AT 22,700 FT WHEN IT DESCENDED SLIGHTLY TO 22,500 FT. FNT701 REMAINED AT THIS ALT FOR APRX 2 MINS 37 SECS, THEN BEGAN A DESCENT WHICH RESULTED IN IMPACT WITH THE OCEAN. THIS FINAL DESCENT RATE INITIALLY WAS ABOUT 5,000 FPM & INCREASED TO 19,000 FPM. NO DISTRESS CALLS WERE MADE; HOWEVER, TWO TRANSMISSIONS WERE RECORDED WHICH TOTALED APRX 30 SECS. THERE WAS NO VOICE COMMUNICATION DURING THESE TRANSMISSIONS, ONLY AN OPEN MIKE & THE SOUND OF PROP(S). DURING THE 1ST TRANSMISSION, THE WORD 'OH' COULD BE HEARD. FNT492 OBSERVED FNT701 DESCEND BELOW THE CLOUDS & DID NOT DETECT ANY DISTRESS SIGNALS. LITTLE WRECKAGE WAS RECOVERED DURING SEARCH & RESCUE OPERATIONS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT INCAPACITATION FOR AN UNKNOWN REASON.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) INCAPACITATION - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

2. TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/31/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	7262 hours (Total, all aircraft), 1010 hours (Total, this make and model), 6291 hours (Pilot In Command, all aircraft), 162 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MITSUBISHI	<b>Registration:</b>	N701DM
<b>Model/Series:</b>	MU-2B-20F MU-2B-20F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	149
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	11/03/1988, AAIP	<b>Certified Max Gross Wt.:</b>	9920 lbs
<b>Time Since Last Inspection:</b>	138 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TPE-331-1-151
<b>Registered Owner:</b>	FLIGHT INT'L OF FLORIA, INC.	<b>Rated Power:</b>	705 hp
<b>Operator:</b>	FLIGHT INT'L OF FLORIA, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:	CARLSBAD, CA (CRQ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	0830 PST	Type of Airspace:	Class E

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	PAMELA KLECKNER	Report Date:	02/13/1990
Additional Participating Persons:	WILLIAM M O'ROURKE; WASHINGTON, DC JAMES R CASH; WASHINGTON, DC		
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> .		

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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](#).