



National Transportation Safety Board Aviation Accident Final Report

Location:	CONCORD, NH	Accident Number:	BF092FA094
Date & Time:	07/09/1992, 0730 EDT	Registration:	N220MA
Aircraft:	MITSUBISHI MU-2B-40	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE 74 YEAR OLD PILOT AND HIS WIFE WERE ON A TRIP TO ATTEND A FUNERAL. A WITNESS, WHO HEARD THE AIRPLANE OVERHEAD, REPORTED THAT IT SOUNDED LOW AND AT LEAST ONE ENGINE WAS OPERATING. HE REPORTED THAT WHEN HE LOOKED UP, THE AIRPLANE WAS IN A DIVE, SPINNING SLOWLY; HOWEVER, THE AIRPLANE DID NOT MAKE A COMPLETE REVOLUTION. RADAR DATA SHOWED THE AIRPLANE IN A LEFT DESCENDING TURN AT APPROXIMATELY 2000 FEET PER MINUTE. THE AIRPLANE IMPACTED THE GROUND ABOUT 3 MILES WEST OF THE AIRPORT IN A NEAR VERTICAL DESCENT, AND MUCH OF THE FORWARD SECTION HAD PENETRATED THE GROUND. THERE WAS A POST-CRASH FIRE. EXAMINATION OF THE AIRPLANE AND VARIOUS ACTUATORS CONFIRMED THAT THE LANDING GEAR WAS RETRACTED, FLAPS WERE EXTENDED 5 DEGREES, ELEVATOR AND AILERON TRIM WERE NEUTRAL, AND THE RUDDER WAS POSITIONED 3 DEGREES LEFT. EXAMINATION OF THE ENGINE CONFIRMED INTERNAL/ROTATIONAL DAMAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF CONTROL DURING FLIGHT FOR UNDETERMINED REASON(S).

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/28/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6452 hours (Total, all aircraft), 56 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N220MA
Model/Series:	MU-2B-40 MU-2B-40	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	441S.A.
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	04/30/1992, 100 Hour	Certified Max Gross Wt.:	10360 lbs
Time Since Last Inspection:	37 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2706 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed	Engine Model/Series:	TPE331-10-511
Registered Owner:	RICHARD R. HOUGH	Rated Power:	904 hp
Operator:	RICHARD R. HOUGH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	CON, 346 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0750 EDT	Direction from Accident Site:	1°
Lowest Cloud Condition:	Scattered / 600 ft agl	Visibility	2 Miles
Lowest Ceiling:	Broken / 900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 17° C
Precipitation and Obscuration:			
Departure Point:	CONCORD, NH (CON)	Type of Flight Plan Filed:	IFR
Destination:	UTICA, NY	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BEVERLEY JOHNSON	Report Date:	05/10/1993
Additional Participating Persons:	EARL BERRY; DALLAS, TX DENNIS JONES; WASHINGTON, DC DON KNUTSON; WICHITA, KS PETER KWAAK; PORTLAND, ME		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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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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](#).