



National Transportation Safety Board Aviation Accident Final Report

Location:	SCOTTSDALE, AZ	Accident Number:	LAX83FA083
Date & Time:	01/27/1983, 1859 MST	Registration:	N440MA
Aircraft:	MITSUBISHI MU-2B-60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT DIVERTED FROM SCOTTSDALE AZ TO A FLT COURSE TO SEDONA BECAUSE OF THUNDERSTORMS & HIGH WINDS AT SCOTTSDALE, BUT AFTER A RADIO CONVERSATION WITH SCOTTSDALE TWR, THE PLT DECIDED TO REROUTE TO LAND AT SCOTTSDALE. THE PLT DID NOT READ BACK THE WEATHER CORRECTLY TO SCOTTSDALE TWR. AFTER DESCENDING IN RAIN AND TURBULENCE, THE PLT REPORTED TO SCOTTSDALE AT 1857 THAT 'WE THINK WE HAVE THE ARPT AT NINE O'CLOCK.' THE PLT WAS CLEARED TO MAKE A VISUAL APPROACH TO RWY 21. THE TWR NEVER ESTABLISHED VISUAL CONTACT WITH THE ACFT & WAS UNABLE TO MAKE FURTHER RADIO CONTACT THE LAST RECORDED RADAR CONTACT SHOWED THE ACFT AT 2200 FT DESCENDING, 2 MILES FROM SCOTTSDALE ON A BEARING OF 075 DEGREES. THE ACFT CONTACTED THE GROUND LEFT WING & NOSE LOW IN A LANDING CONFIGURATION ON A HEADING OF ABOUT 300 DEGREES. THE ACFT SLID ABOUT 770 FT, LOSING THE ENGINES, WINGS & LANDING GEAR BEFORE STOPPING. A POST ACCIDENT EXAMINATION OF THE WRECKAGE SHOWED NO SIGNS OF PRE-IMPACT CONDITIONS THAT WOULD HAVE AFFECTED NORMAL OPERATIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT - NORMAL

Findings

1. (F) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
2. (F) WIND INFORMATION - MISREAD - PILOT IN COMMAND
3. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - THUNDERSTORM
5. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
6. (F) WEATHER CONDITION - RAIN

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH

Findings

7. (F) LIGHT CONDITION - DARK NIGHT
8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. (F) VISUAL/AURAL DETECTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9945 hours (Total, all aircraft), 957 hours (Total, this make and model), 9700 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N440MA
Model/Series:	MU-2B-60 MU-2B-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1524 SA
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	12/01/1982, 100 Hour	Certified Max Gross Wt.:	11625 lbs
Time Since Last Inspection:	83 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	993 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE33110501M
Registered Owner:	MITSUMARQ INC.	Rated Power:	940 hp
Operator:	MITSUMARQ INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SDL, 1478 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1836 MST	Direction from Accident Site:	75°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 11° C
Precipitation and Obscuration:			
Departure Point:	GREELEY, CO (GXY)	Type of Flight Plan Filed:	IFR
Destination:	SCOTTSDALE, AZ (SDL)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class D

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal, 1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	TERRY J ARMENTROUT	Report Date:	
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 pubinquiry@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](#).