



National Transportation Safety Board Aviation Accident Final Report

Location:	EOLA, IL	Accident Number:	CHI86FA098
Date & Time:	03/05/1986, 1706 CST	Registration:	N513DC
Aircraft:	MITSUBISHI MU-2B-60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

EVIDENCE SHOWS CO-PILOT CALLED, 'MAYDAY, UNCONTROLLED SPIN' AFTER ACFT RADAR TRACK SHOWED DECEL FROM 180 TO 120 KTS OVER 2 MIN PERIOD WHILE MAINTAINING CONSTANT 4000 FT CRZ ALT. CONSTANT ALT CONSISTENT WITH AUTOPILOT/AUTOTRIM USE, PARTICULARLY IN VIEW OF REPORTED TURBULENCE/ICING. ELEV TRIM FOUND AT APPROX 13 DEG NOSE UP. NO EVIDENCE FOUND OF PREIMPACT FAILURE OR MALFUNCTION IN ACFT PWRPLANTS, STRUCTURE OR SYSTEMS. EVIDENCE SUGGESTS SCENARIO OF CREW INATTENTION AFTER PWR REDUCTION WITH AUTOPILOT ALTITUDE SETTING. ON PWR APPLICATION, ACFT PITCHED UP FROM SLOW SPEED INTO UNCONTROLLED FLIGHT. DUTY DAY AT TIME OF MISHAP APPROACHING 11 HOURS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

Findings

1. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. (F) FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
3. (F) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. (F) TRIM SETTING - IMPROPER - PILOT IN COMMAND
5. (F) WEATHER CONDITION - ICING CONDITIONS
6. (F) WEATHER CONDITION - TURBULENCE
7. STALL/SPIN

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/21/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	4590 hours (Total, all aircraft), 180 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 11 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N513DC
Model/Series:	MU-2B-60 MU-2B-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	1513 SA
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	02/24/1986, 100 Hour	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	1184 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE331-10501M
Registered Owner:	AIR HI HO, INC.	Rated Power:	778 hp
Operator:	AIR HI HO, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DPA, 757 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1650 CST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CHICAGO, IL (CGX)	Type of Flight Plan Filed:	IFR
Destination:	WEST CHICAGO, IL (DPA)	Type of Clearance:	IFR
Departure Time:	1645 CST	Type of Airspace:	Class B; Class E

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	FRED A RATHKE	Report Date:	
Additional Participating Persons:	DENIS A CARAVELLA; W.CHICAGO, IL RALPH SORRELS; SAN ANGELO, TX EARL BERRY; SAN ANGELO, TX PETER B BAKER; PHOENIX, AZ		
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/ .		

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](#).