



National Transportation Safety Board Aviation Accident Final Report

Location:	ALAMAGORDO, NM	Accident Number:	DEN92FA064
Date & Time:	06/24/1992, 2325 MDT	Registration:	N108SC
Aircraft:	MITSUBISHI MU-2B-30	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE FLT HAD DEPARTED THE ALAMAGORDO WHITE SANDS REGIONAL ARPT AFTER A FUEL STOP. THE PILOT HAD EARLIER INDICATED TO ATC THAT HE WAS UNFAMILIAR WITH THE AREA. PRIOR TO DEPARTURE AT 2321 THE PILOT WAS INFORMED THAT DEPARTURE RADAR WAS OUT OF SERVICE. THE FLT DEPARTED WITH A VFR DEPARTURE. AT 2324 THE PILOT WAS ADVISED THAT RADAR WAS BACK IN SERVICE, AND CONFIRMED THAT THE AIRCRAFT WAS CLIMBING THRU 5,300 FT. DISCUSSION ENSUED BETWEEN THE PILOT AND CONTROLLER CONCERNING TERRAIN CLEARANCE. AT 2324 THE PILOT INDICATED HE WAS TURNING LEFT DUE TO NOT BEING SURE IF A HILL WAS IN HIS PATH. THE AIRPLANE IMPACTED A MOUNTAIN AT 6,100 FT MSL, 1,500 FT BELOW THE SUMMIT. THE MINIMUM VECTORING ALTITUDE IN THE AREA WAS 11,000 FT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO EXERCISE ADEQUATE VFR DEPARTURE TERRAIN AVOIDANCE PROCEDURES, AND THE FAILURE OF THE CONTROLLER TO ISSUE A SAFETY ALERT TO THE PILOT. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE: THE PILOT'S LACK OF FAMILIARITY WITH THE GEOGRAPHIC AREA, THE DARK NIGHT, AND THE MOUNTAINOUS TERRAIN.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CLIMB

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. (C) VFR PROCEDURES - INADEQUATE - PILOT IN COMMAND
4. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5. (C) SAFETY ADVISORY - NOT ISSUED - ATC PERSONNEL(DEP/APCH)

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/28/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10072 hours (Total, all aircraft), 1095 hours (Total, this make and model), 9036 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N108SC
Model/Series:	MU-2B-30 MU-2B-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	545
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	01/31/1992, 100 Hour	Certified Max Gross Wt.:	10802 lbs
Time Since Last Inspection:	77 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	4251 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE331-1-151A
Registered Owner:	WILLIAM G. WHITEHEAD	Rated Power:	705 hp
Operator:	WILLIAM G. WHITEHEAD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	HMN, 4197 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	2255 MDT	Direction from Accident Site:	220°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 13° C
Precipitation and Obscuration:			
Departure Point:	(ALM)	Type of Flight Plan Filed:	IFR
Destination:	BURNET, TX (T27)	Type of Clearance:	IFR; VFR
Departure Time:	2322 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	6 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	NORMAN F WIEMEYER	Report Date:	10/08/1993
Additional Participating Persons:	JEFFREY D HUSS; ALBUQUERQUE, NM		
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](#).