



National Transportation Safety Board Aviation Accident Final Report

Location:	HAYDEN, CO	Accident Number:	DEN82DA029
Date & Time:	02/03/1982, 1715 MST	Registration:	N149JA
Aircraft:	MITSUBISHI MU2B-40	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRCRAFT WAS 20 FEET AGL DURING LANDING WHEN THE CREW HEARD A PROPELLER GO INTO BETA MODE AND THE AIRCRAFT YAWED TO THE RIGHT. THE PILOT LOST CONTROL OF THE AIRCRAFT AND IT COLLIDED WITH A SNOW BANK WHICH SEPARATED THE WINGS FROM THE FUSELAGE. IMPACT DAMAGE MADE IT IMPOSSIBLE TO TELL WHY THE PROPELLER WENT INTO BETA MODE.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) PROPELLER SYSTEM/ACCESSORIES,PITCH CHANGE MECH - UNDETERMINED
 2. (F) PROPELLER SYSTEM/ACCESSORIES,REVERSING SYSTEM - UNDETERMINED
 3. (F) PROPELLER SYSTEM/ACCESSORIES,PROP CONTROL UNIT - UNDETERMINED
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. (C) REMEDIAL ACTION - NOT USED - PILOT IN COMMAND
 6. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/01/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9700 hours (Total, all aircraft), 1700 hours (Total, this make and model), 8700 hours (Pilot In Command, all aircraft), 127 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N149JA
Model/Series:	MU2B-40 MU2B-40	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	4025A
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	9920 lbs
Time Since Last Inspection:	1203 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	1203 Hours	Engine Manufacturer:	AIRESEARCH
ELT:	Installed	Engine Model/Series:	TPE331-10-501
Registered Owner:	JA BALDWIN MFG CO	Rated Power:	1000 hp
Operator:	JA BALDWIN MFG CO	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument 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	1 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	15° C / 0° C
Precipitation and Obscuration:			
Departure Point:	KEARNY, NB	Type of Flight Plan Filed:	IFR
Destination:	HAYDEN, CO	Type of Clearance:	Traffic Advisory
Departure Time:	1634	Type of Airspace:	

Airport Information

Airport:	YAMPA VALLEY (HDN)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	10	IFR Approach:	VOR/DME
Runway Length/Width:	6999 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	02/03/1983
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 pubinq@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](#).