



National Transportation Safety Board Aviation Accident Final Report

Location:	HAYDEN, CO	Accident Number:	DEN82AA191
Date & Time:	09/12/1982, 1328 MDT	Registration:	N66U
Aircraft:	MITSUBISHI MU-2B-25	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

A MAINT SUPERVISOR & 2 PLTS NOTED THAT THE L ENG DID NOT RESPOND NORMALLY WHILE BEING STARTED. AFT STARTING, THE PLT TAXIED TO RWY 10 FOR AN IFR DEPARTURE. SINCE THE TWY DID NOT EXTEND TO THE END OF THE RWY, THE PLT OF ANOTHER ACFT WAITED ON THE TWY, JUST SHORT OF THE RWY, APRX 2967 FT FROM THE END. HE OBSD SMOKE COMING FROM THE L ENG OF THE MU-2 & REPORTED THIS INFO ON THE UNICOM FREQ. HE REPORTED THAT THE MU-2 CONTD & ROTATED FOR TKOF APRX 200 TO 250 YDS EAST OF HIS PSN. RPRTDLY, THE ACFT CLIMBED TO APRX 300-400 FT AFL, THEN TURNED LEFT TWD HIGHER TERRAIN. AFTER TURNING, IT ENTER WHAT 2 WITNESSES DESCRIBED AS A VMC ROLL, THEN CRASHED & BURNED. AN EXAM OF THE AIRFRAME REVEALED NO PREIMPACT MECHANICAL FAILURES. A TEARDOWN OF THE L ENG REVEALED THAT A TURBINE BEARING, PN 3101092-1, HAD BEEN MISALIGNED & SUBSEQUENTLY BEGAN TO FAIL, DAMAGING THE 2ND & 3RD STAGES OF THE TURBINE SECTION. THE ARPT ELEV WAS 6597 FT. THE COMPUTED TKOF ROLL WAS 1620 FT & THE COMPUTED ACCELERATE-STOP DISTANCE WAS 3100 FT. THE LNDG GEAR & SEL, FND IN DWN PSN.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) TURBINE ASSEMBLY,SHAFT BEARING - FAILURE,PARTIAL
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. (F) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. (C) GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
6. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Commercial; Military; Private	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/23/1982
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	10451 hours (Total, all aircraft), 833 hours (Total, this make and model), 2451 hours (Pilot In Command, all aircraft), 87 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N66U
Model/Series:	MU-2B-25 MU-2B-25	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	309
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	8930 lbs
Time Since Last Inspection:	92 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	1493 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed	Engine Model/Series:	TPE-331-6-252
Registered Owner:	PAT GRIFFIN COMPANY	Rated Power:	665 hp
Operator:	PAT GRIFFIN COMPANY	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EGE, 0 ft msl	Distance from Accident Site:	53 Nautical Miles
Observation Time:	1250	Direction from Accident Site:	150°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	Broken / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	57° C / 0° C
Precipitation and Obscuration:			
Departure Point:	FORT COLLINS, CO (3V5)	Type of Flight Plan Filed:	IFR
Destination:	FORT COLLINS, CO (3V5)	Type of Clearance:	IFR
Departure Time:	0830	Type of Airspace:	

Airport Information

Airport:	YAMPA VALLEY (HDN)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	6999 ft / 100 ft	VFR Approach/Landing:	None

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):	Report Date:	09/12/1983
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/ .	

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