



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	JEFFERSONVILLE, GA	<b>Accident Number:</b>	DCA83AA022
<b>Date &amp; Time:</b>	03/24/1983, 0236 EST	<b>Registration:</b>	N72B
<b>Aircraft:</b>	MITSUBISHI MU-2B-60	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE ACFT WAS ON THE RETURN PORTION OF A ROUND TRIP FLT, HAULING CANCELED BANK CHECKS. WHEN THEY BOARDED BEFORE TAKEOFF, THE PLT'S WIFE, WHO WAS NOT A PLT, OCCUPIED THE R FRONT SEAT & HIS 2 DAUGHTER'S, AGES 4 & 6, WERE IN THE PASSENGER SEATS. PREVIOUS LEGS OF THE FLT WERE ACCOMPLISHED WITHOUT INCIDENT. WHILE EN ROUTE ON THE 4TH LEG, A RADAR HANDOFF WAS MADE FROM JACKSONVILLE TO ATLANTA CENTER AT 0225 EST & THE PLT REPORTED AT FL180. THIS WAS HIS LAST KNOWN TRANSMISSION. AT 0230, THE ATC CONTROLLER NOTED THE ACFT WAS PASSING MACON VOR. SHORTLY THEREAFTER, RADAR CONTACT WAS LOST & EFFORTS TO MAKE RADIO CONTACT WERE UNSUCCESSFUL. SEVERAL PERSONS IN THE VICINITY HEARD THE ACFT ENGS ALTERNATELY AT HI SPEED, THEN DEMISHING, BEFORE THE ACCIDENT. THE WRECKAGE WAS FOUND SCATTERED OVER A 2 MI AREA. AN EXAM REVEALED THE R WING HAD FAILED UPWARD & THE L WING & L HORIZONTAL STABILIZER HAD FAILED DOWNWARD FROM OVERLOAD. THERE WAS EVIDENCE OF COURSE REVERSAL & DESCENT BEFORE BREAKUP; LIGHT TURBULENCE & ICING AT CRUISE ALT. REASON FOR DSCNT UNKN.

## Probable Cause and Findings

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

## Findings

Occurrence #1: ALTITUDE DEVIATION, UNCONTROLLED

Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. (F) LIGHT CONDITION - DARK NIGHT

3. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

4. WING - OVERLOAD

5. WING - SEPARATION

6. HORIZONTAL STABILIZER SURFACE - OVERLOAD

7. HORIZONTAL STABILIZER SURFACE - SEPARATION

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/14/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3747 hours (Total, all aircraft), 547 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MITSUBISHI	<b>Registration:</b>	N72B
<b>Model/Series:</b>	MU-2B-60 MU-2B-60	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	735-SA
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	11575 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	AIRESEARCH
<b>ELT:</b>		<b>Engine Model/Series:</b>	TPE-331
<b>Registered Owner:</b>		<b>Rated Power:</b>	778 hp
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Night/Dark
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	0 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	JACKSONVILLE, FL (JAX)	Type of Flight Plan Filed:	IFR
Destination:	ATLANTA, GA (ATL)	Type of Clearance:	VFR on top
Departure Time:	0000	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	In-Flight
Total Injuries:	4 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JOHN B YOUNG	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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).