



National Transportation Safety Board

Aviation Accident Final Report

Location:	AMES, IA	Accident Number:	MKC84LA064
Date & Time:	01/24/1984, 1055 CST	Registration:	N123AX
Aircraft:	MITSUBISHI MU 2B-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:		Part 91: General Aviation - Executive/Corporate	

Analysis

THE ACFT LANDED IN A CROSSWIND ON A SNOW AND ICE COVERED RWY. DURING LANDING, DIRECTIONAL CONTROL WAS LOST AND THE ACFT COLLIDED WITH A SNOWBANK. THE PLT STATED HE ATTEMPTED TO USE PROPELLER REVERSING FOR BRAKING AND THE ACFT STARTED TO SLIDE TO THE LEFT.

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 - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - ICY
2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SNOW COVERED
4. (C) AIRSPEED - IMPROPER - PILOT IN COMMAND
5. (F) WEATHER CONDITION - CROSSWIND
6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

8. (F) TERRAIN CONDITION - SNOWBANK
9. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/15/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10785 hours (Total, all aircraft), 327 hours (Total, this make and model), 8305 hours (Pilot In Command, all aircraft), 118 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	IMITSUBISHI	Registration:	N123AX
Model/Series:	MU 2B-20 MU 2B-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	220
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	12/21/1983, Unknown	Certified Max Gross Wt.:	8930 lbs
Time Since Last Inspection:	46 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	AIRESEARCH
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TPE331-1-151A
Registered Owner:	ASTEC INDUSTRIES, INC.	Rated Power:	665 hp
Operator:	ASTEC INDUSTRIES, INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual 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:	Scattered / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-4 °C
Precipitation and Obscuration:			
Departure Point:	CHATTANOOGA, TN (CHA)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0825 CST	Type of Airspace:	Class D

Airport Information

Airport:	MUNICIPAL (AMW)	Runway Surface Type:	Asphalt; Snow; Water
Airport Elevation:	929 ft	Runway Surface Condition:	Ice; Snow--compacted
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	3500 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.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](#).