



National Transportation Safety Board Aviation Accident Final Report

Location:	PATTERSON, LA	Accident Number:	FTW84FA028
Date & Time:	10/20/1983, 1040 CDT	Registration:	N444PA
Aircraft:	MITSUBISHI MU-2B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

WHILE DESCENDING INTO THE PATTERSON AREA ON AN IFR FLT PLAN, THE PLT WAS CLEARED TO HOLD & WAS ADVISED THAT HE WOULD BE THE #2 ACFT FOR AN APPROACH TO THE PATTERSON ARPT. A FEW WINUTES LATER THE PLT ASKED HOW LONG THE DELAY WOULD BE. HE SUBSEQUENTLY STATED HE HAD THE ARPT, CANCELLED IFR & WAS GOING IN VFR. A PLT WHO HAD JUST DEPARTED THE ARPT HEARD A MITSUBISHI CALL 'TURNING BASE.' HE COULD NOT SEE AN ACFT ON BASE FOR RWY 5. HE CALLED BUT DID NOT RECEIVE A REPLY. THE ACFT CONTACTED TREES ALONG A HEADING OF ABOUT 225 DEG. THE FLAPS WERE EXTENDED ABOUT 5 DEG & THE LANDING GEAR WERE EXTENDED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	31, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/02/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3372 hours (Total, all aircraft), 1211 hours (Total, this make and model), 3372 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N444PA
Model/Series:	MU-2B MU-2B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	691
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	09/26/1983, 100 Hour	Certified Max Gross Wt.:	10361 lbs
Time Since Last Inspection:	29 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2237 Hours	Engine Manufacturer:	Airesearch
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-252M
Registered Owner:	THE WIL-MC OIL CORP.	Rated Power:	775 hp
Operator:	THE WIL-MC OIL CORP.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PTN, 9 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1000 CDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 1200 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 1200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	25° C / 23° C
Precipitation and Obscuration:			
Departure Point:	ADDISON, TX (ADS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	PATTERSON	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	5	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	F	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.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](#).