



National Transportation Safety Board Aviation Accident Final Report

Location:	BURLINGTON, CT	Accident Number:	DCA84AA022
Date & Time:	04/19/1984, 2022 EST	Registration:	N466MA
Aircraft:	Mitsubishi MU-2B-60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

THE ACFT WAS FLOWN EARLIER IN THE DAY FOR A SALES DEMONSTRATION. ON THE RETURN FLT, WHEN THE LANDING GEAR WERE LOWERED, THE PLT THOUGHT HE HEARD A NOISE EMITTING FROM THE GEAR, ALTHOUGH COCKPIT INDICATIONS WERE NORMAL. THE ACFT LANDED AT JOHNNYCAKE ARPT & WAS REFUELED FOR A FLT TO BRADLEY FIELD WHERE IT IS HANGARED. THE PLT STATED HE INTENDED TO MAKE THE 22 MI FLT WITH THE GEAR DOWN AS A PRECAUTION. HE ALSO STATED HIS INTENTION TO FLY BELOW THE OVERCAST BECAUSE OF DELAYS OF UP TO 45 MIN IN OBTAINING IFR CLEARANCES. MOMENTS AFTER TAKEOFF THE ACFT COLLIDED WITH TREES EAST OF THE ARPT. ABOUT 1 MI EAST OF THE ARPT IS A NORTH-SOUTH RIDGE. ANOTHER PLT, WHO DEPARTED 15-20 MINS EARLIER, REPORTED ENTERING THE OVERCAST BETWEEN 400 & 700 FT AGL. GROUND WITNESSES 1 MI SE OF THE ARPT WHO HEARD THE CRASH DESCRIBED THE WX AS HEAVY FOG & MIST. ONE WITNESS ESTIMATED THE CEILING AS 100 FT AGL.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CRUISE

Findings

3. (F) OBJECT - TREE(S)
4. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. (F) LIGHT CONDITION - DARK NIGHT

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	28, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	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:	10/01/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	5700 hours (Total, all aircraft), 3200 hours (Total, this make and model), 50000 hours (Pilot In Command, all aircraft), 102 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mitsubishi	Registration:	N466MA
Model/Series:	MU-2B-60 MU-2B-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1540SA
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	02/16/1984, 100 Hour	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:	857 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	7890 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TPE331-10511M
Registered Owner:	ETERNAL LAMP FLYING CLUB	Rated Power:	940 hp
Operator:	TURBINE AIR MANAGEMENT INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	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:	Partial Obscuration / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	BURLINGTON, CT (22B)	Type of Flight Plan Filed:	None
Destination:	WINDSOR LOCKS, CT (BDL)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JOHN G 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 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](#).