



National Transportation Safety Board Aviation Accident Final Report

Location:	CHICAGO, IL	Accident Number:	CHI89FA026
Date & Time:	11/16/1988, 2233 CST	Registration:	N271MA
Aircraft:	MITSUBISHI MU-2B-60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 135: Air Taxi & Commuter - Non-scheduled

Analysis

THE FIRST TAKEOFF WAS ABORTED DUE TO A PERCEIVED ENGINE PROBLEM. SIX MINUTES LATER ON SECOND TAKEOFF, THE AIRCRAFT CLIMBED TO 50 FEET, DRIFTED TO THE RIGHT, ROLLED RIGHT AND IMPACTED IN THE INFIELD. THIS WAS A SINGLE PILOT OPERATION IN A COMPLEX AIRCRAFT. WINDS EXCEEDED THE DEMONSTRATED CROSSWIND LIMITATION OF THE AIRCRAFT. THERE WAS NO EVIDENCE THAT THE PILOT WAS USING THE SEAT BELT OR SHOULDER HARNESS. POST CRASH INVESTIGATION OF BOTH ENGINES AND PROPS DETERMINED THAT THERE WERE NO OPERATIONAL DEFECTS AND THAT BOTH WERE PRODUCING POWER AT THE TIME OF IMPACT. STRONG GUSTY WINDS VARYING IN INTENSITY FROM 15 TO 30 KNOTS AND VARYING IN DIRECTION FROM SOUTHWEST TO NORTHWEST WERE PREVALENT AT THE AIRPORT ON THE DAY OF THE ACCIDENT. THE PROP CONDITION LEVERS WERE FOUND IN THE TAXI POSITION AND THE POWER LEVERS WERE SET WITH THE LEFT ENGINE NEAR FLIGHT IDLE POSITION AND THE RIGHT ENGINE AT THE TAKEOFF POSITION.

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 - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
4. (F) EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
5. (F) LIGHT CONDITION - DARK NIGHT
6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. (F) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. SEAT BELT - NOT USED - PILOT IN COMMAND
9. SHOULDER HARNESS - NOT USED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/04/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3507 hours (Total, all aircraft), 904 hours (Total, this make and model), 2800 hours (Pilot In Command, all aircraft), 303 hours (Last 90 days, all aircraft), 102 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N271MA
Model/Series:	MU-2B-60 MU-2B-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	S.A.797
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	10/04/1988, AAIP	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:	304 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	4282 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TPE-331-10511
Registered Owner:	CORPORATE AVIATION SERVICE	Rated Power:	940 hp
Operator:	CORPORATE AVIATION SVCS. INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	CORPORATE AVIATION SVCS. INC.	Operator Designator Code:	HGTA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MDW, 618 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2233 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 3100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2° C / -4° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	ST. LOUIS, MO (STL)	Type of Clearance:	IFR
Departure Time:	2233 CST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	CHICAGO MIDWAY (MDW)	Runway Surface Type:	Concrete
Airport Elevation:	618 ft	Runway Surface Condition:	Dry
Runway Used:	31L	IFR Approach:	None
Runway Length/Width:	6519 ft / 150 ft	VFR Approach/Landing:	None

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):	MARK E DOUB	Report Date:	01/24/1990
Additional Participating Persons:	JODI REEVES; CHICAGO, IL ED WIZNIAL; WASHINGTON, DC DON BRIGHAM; W. CHICAGO, IL PETER BAKER; PHOENIX, AZ		
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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