



Aviation Investigation Final Report

Location:	EOLA, Illinois	Accident Number:	CHI86FA098
Date & Time:	March 5, 1986, 17:06 Local	Registration:	N513DC
Aircraft:	MITSUBISHI MU-2B-60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal
Flight Conducted Under:	Part 91: General aviation		

Analysis

EVIDENCE SHOWS CO-PILOT CALLED, 'MAYDAY, UNCONTROLLED SPIN' AFTER ACFT RADAR TRACK SHOWED DECEL FROM 180 TO 120 KTS OVER 2 MIN PERIOD WHILE MAINTAINING CONSTANT 4000 FT CRZ ALT. CONSTANT ALT CONSISTENT WITH AUTOPILOT/AUTOTRIM USE, PARTICULARLY IN VIEW OF REPORTED TURBULENCE/ICING. ELEV TRIM FOUND AT APPROX 13 DEG NOSE UP. NO EVIDENCE FOUND OF PREIMPACT FAILURE OR MALFUNCTION IN ACFT PWRPLANTS, STRUCTURE OR SYSTEMS. EVIDENCE SUGGESTS SCENARIO OF CREW INATTENTION AFTER PWR REDUCTION WITH AUTOPILOT ALTITUDE SETTING. ON PWR APPLICATION, ACFT PITCHED UP FROM SLOW SPEED INTO UNCONTROLLED FLIGHT. DUTY DAY AT TIME OF MISHAP APPROACHING 11 HOURS.

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: CRUISE

Findings

1. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. (F) FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND

3. (F) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. (F) TRIM SETTING - IMPROPER - PILOT IN COMMAND
5. (F) WEATHER CONDITION - ICING CONDITIONS
6. (F) WEATHER CONDITION - TURBULENCE
7. STALL/SPIN

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	37,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 21, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4590 hours (Total, all aircraft), 180 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 11 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N513DC
Model/Series:	MU-2B-60 MU-2B-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1513 SA
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	February 24, 1986 100 hour	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	1184 Hrs	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE331-10501M
Registered Owner:	AIR HI HO, INC.	Rated Power:	778 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	DPA ,757 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	CHICAGO (CGX)	Type of Flight Plan Filed:	IFR
Destination:	WEST CHICAGO (DPA)	Type of Clearance:	IFR
Departure Time:	16:45 Local	Type of Airspace:	Class B;Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 Fatal	Latitude, Longitude:	41.779075,-88.239936(est)

Administrative Information

Investigator In Charge (IIC): Rathke, Fred

Additional Participating Persons: DENIS A CARAVELLA; W.CHICAGO , IL
RALPH SORRELS; SAN ANGELO , TX
EARL BERRY; SAN ANGELO , TX
PETER B BAKER; PHOENIX , AZ

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13246>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).