



Aviation Investigation Final Report

Location:	Big Piney, Wyoming	Accident Number:	WPR20LA054
Date & Time:	December 30, 2019, 14:45 Local	Registration:	N43866
Aircraft:	Mitsubishi MU2B	Aircraft Damage:	Substantial
Defining Event:	Comm system malf/failure	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the approach and landing flare were normal; however, as he moved both throttles to the beta position, it appeared that the left propeller went into the beta position while the right one did not. This resulted in a course deviation and runway excursion to the left, which led to the separation of the right main landing gear and substantial damage to the right wing.

The National Transportation Safety Board was unable to conduct a follow-up examination, as the airplane has been sold and a chain of custody had been compromised. As a direct result of the airplane not being able to be examined, the cause of the right propeller failure to correspond to the throttle movement to the beta position is undetermined.

Probable Cause and Findings

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

The failure of the right propeller position to correspond to the throttle change when moved to the beta position for reasons that could not be determined based on available evidence.

Findings

Not determined

(general) - Unknown/Not determined

Factual Information

History of Flight

Landing-landing roll	Comm system malf/failure (Defining event)
Landing-landing roll	Loss of control on ground
After landing	Collision with terr/obj (non-CFIT)

On December 30, 2019, about 1445 mountain standard time, a Mitsubishi MU-2-60 airplane, N43866, was substantially damaged when it was involved in an accident at the Miley Memorial Field Airport (BPI), Big Piney, Wyoming. The private pilot and three passengers were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that the approach was normal, and he did not experience any issues when the airplane made contact with the runway. However, as he moved both throttles to the beta position, it appeared that the left propeller went to beta position while the right one did not. This resulted in a course deviation about 30°- 35°. An attempt to correct the drift with the nose gear control was unsuccessful. The airplane departed the runway and began to turn which, led to the separation of the right main landing gear, collision of the right wing with terrain, and the right-wing tip separation. The airplane came to rest off the left side of the runway with the nose of the airplane oriented towards the approach end.

The airplane was secured and retained at BPI for further examination. The airplane was subsequently sold and removed from the airport before an examination could be coordinated.

Pilot Information

Certificate:	Private	Age:	65,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 4, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2019
Flight Time:	(Estimated) 3397 hours (Total, all aircraft), 915 hours (Total, this make and model), 2756 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 9.6 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Left
Other Aircraft Rating(s):	Restraint Used:	Lap only
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	No
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	Mitsubishi	Registration:	N43866
Model/Series:	MU2B 60	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	757SA
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	October 24, 2019 Annual	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	7002 Hrs as of last inspection	Engine Manufacturer:	Honeywell
ELT:	C91 installed	Engine Model/Series:	TPE 331-10
Registered Owner:	On file	Rated Power:	715 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBPI,6970 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Few / 4300 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	-17°C / -19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	North Platte, NE (LBF)	Type of Flight Plan Filed:	IFR
Destination:	Big Piney, WY (BPI)	Type of Clearance:	IFR
Departure Time:	13:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	Miley Memorial Field BPI	Runway Surface Type:	Asphalt
Airport Elevation:	6993 ft msl	Runway Surface Condition:	Ice;Snow
Runway Used:	31	IFR Approach:	Global positioning system
Runway Length/Width:	6803 ft / 75 ft	VFR Approach/Landing:	None

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:	42.582221,-110.108886(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Maja
Additional Participating Persons:	John Wood; FSDO; Denver, CO
Original Publish Date:	May 3, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=100754

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).