



# Aviation Investigation Final Report

<b>Location:</b>	CONCORD, New Hampshire	<b>Accident Number:</b>	BF092FA094
<b>Date &amp; Time:</b>	July 9, 1992, 07:30 Local	<b>Registration:</b>	N220MA
<b>Aircraft:</b>	MITSUBISHI MU-2B-40	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE 74 YEAR OLD PILOT AND HIS WIFE WERE ON A TRIP TO ATTEND A FUNERAL. A WITNESS, WHO HEARD THE AIRPLANE OVERHEAD, REPORTED THAT IT SOUNDED LOW AND AT LEAST ONE ENGINE WAS OPERATING. HE REPORTED THAT WHEN HE LOOKED UP, THE AIRPLANE WAS IN A DIVE, SPINNING SLOWLY; HOWEVER, THE AIRPLANE DID NOT MAKE A COMPLETE REVOLUTION. RADAR DATA SHOWED THE AIRPLANE IN A LEFT DESCENDING TURN AT APPROXIMATELY 2000 FEET PER MINUTE. THE AIRPLANE IMPACTED THE GROUND ABOUT 3 MILES WEST OF THE AIRPORT IN A NEAR VERTICAL DESCENT, AND MUCH OF THE FORWARD SECTION HAD PENETRATED THE GROUND. THERE WAS A POST-CRASH FIRE. EXAMINATION OF THE AIRPLANE AND VARIOUS ACTUATORS CONFIRMED THAT THE LANDING GEAR WAS RETRACTED, FLAPS WERE EXTENDED 5 DEGREES, ELEVATOR AND AILERON TRIM WERE NEUTRAL, AND THE RUDDER WAS POSITIONED 3 DEGREES LEFT. EXAMINATION OF THE ENGINE CONFIRMED INTERNAL/ROTATIONAL DAMAGE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF CONTROL DURING FLIGHT FOR UNDETERMINED REASON(S).

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. TERRAIN CONDITION - OPEN FIELD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	74, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 28, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6452 hours (Total, all aircraft), 56 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MITSUBISHI	<b>Registration:</b>	N220MA
<b>Model/Series:</b>	MU-2B-40 MU-2B-40	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	441S.A.
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	April 30, 1992 100 hour	<b>Certified Max Gross Wt.:</b>	10360 lbs
<b>Time Since Last Inspection:</b>	37 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	2706 Hrs	<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TPE331-10-511
<b>Registered Owner:</b>	RICHARD R. HOUGH	<b>Rated Power:</b>	904 Horsepower
<b>Operator:</b>	RICHARD R. HOUGH	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Unknown	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CON ,346 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	07:50 Local	<b>Direction from Accident Site:</b>	1°
<b>Lowest Cloud Condition:</b>	Scattered / 600 ft AGL	<b>Visibility</b>	2 miles
<b>Lowest Ceiling:</b>	Broken / 900 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 17°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	CONCORD , NH (CON)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	UTICA , NY	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Beverley
<b>Additional Participating Persons:</b>	EARL BERRY; DALLAS , TX DENNIS JONES; WASHINGTON , DC DON KNUTSON; WICHITA , KS PETER KWAAK; PORTLAND , ME
<b>Original Publish Date:</b>	May 10, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=11729">https://data.nts.gov/Docket?ProjectID=11729</a>

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