



Aviation Investigation Final Report

Location:	TETERBORO, New Jersey	Accident Number:	NYC90LA066
Date & Time:	February 9, 1990, 01:15 Local	Registration:	N349MA
Aircraft:	MITSUBISHI MU-2B-35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT OF N349MA WAS TAXIING BEHIND AND IN THE SAME DIRECTION AS N533DM. THE PILOT OF N349MA GOT DISTRACTED BY SOMETHING HE THOUGHT WAS IN HIS WAY. HE DID NOT SEE N533DM IN TIME TO STOP, STRIKING N533DM'S ELEVATOR AND RUDDER WITH THE LEFT WING TIP FUEL TANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT OF N349MA FAILED TO SEE AND AVOID ANOTHER AIRPLANE TAXIING IN THE SAME DIRECTION.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - AIRCRAFT MOVING ON GROUND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	30, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 3, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3800 hours (Total, all aircraft), 200 hours (Total, this make and model), 3600 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N349MA
Model/Series:	MU-2B-35 MU-2B-35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	615
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	10800 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	5165 Hrs	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-6
Registered Owner:	UNKNOWN	Rated Power:	665 Horsepower
Operator:	EPPS AIR SERVICE	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	BALTIMORE , MD (BWI)	Type of Clearance:	None
Departure Time:	01:10 Local	Type of Airspace:	

Airport Information

Airport:	TETERBORO TEB	Runway Surface Type:	
Airport Elevation:	19 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Yurman, Alan

Additional Participating Persons: ; TETERBORO , NJ

Original Publish Date: December 8, 1992

Last Revision Date:

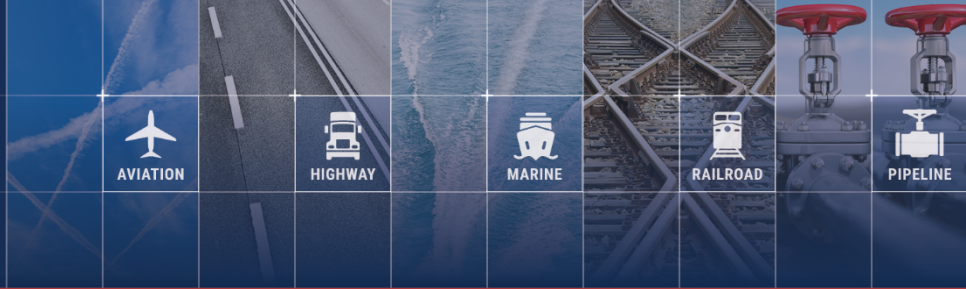
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=36609>

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](#).



Aviation Investigation Final Report

Location:	TETERBORO, New Jersey	Accident Number:	NYC90LA066
Date & Time:	February 9, 1990, 01:15 Local	Registration:	N533DM
Aircraft:	MITSUBISHI MU-2B-35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT OF N349MA WAS TAXIING BEHIND AND IN THE SAME DIRECTION AS N533DM. THE PILOT OF N349MA GOT DISTRACTED BY SOMETHING HE THOUGHT WAS IN HIS WAY. HE DID NOT SEE N533DM IN TIME TO STOP, STRIKING N533DM'S ELEVATOR AND RUDDER WITH THE LEFT WING TIP FUEL TANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT OF N349MA FAILED TO SEE AND AVOID ANOTHER AIRPLANE TAXIING IN THE SAME DIRECTION.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) DISTANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. OBJECT - AIRCRAFT MOVING ON GROUND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	36, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 31, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4300 hours (Total, all aircraft), 1000 hours (Total, this make and model), 4200 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N533DM
Model/Series:	MU-2B-35 MU-2B-35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	652
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	10800 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-6
Registered Owner:	UNKNOWN	Rated Power:	665 Horsepower
Operator:	EPPS AIR SERVICE	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

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Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOSTON , MA (BOS)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	23:30 Local	Type of Airspace:	

Airport Information

Airport:	TETERBORO TEB	Runway Surface Type:	
Airport Elevation:	19 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Yurman, Alan

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