



Aviation Investigation Final Report

Location:	SPOKANE, Washington	Accident Number:	SEA89LA061
Date & Time:	February 17, 1989, 07:13 Local	Registration:	N54US
Aircraft:	MITSUBISHI MU-2B-35J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

WHILE LANDING AT DAWN WITH SNOW & ICE ON THE RWY, THE ACFT DRIFTED LEFT INTO RUNWAY LIGHTS, WHICH WERE BURIED IN A SNOW BERM FROM PREVIOUS PLOWING. THE PLT SAID THERE WAS 16 INCHES OF SNOW ON THE GND & UP TO 2 INCHES ON THE RWY. HE SAID HE THOUGHT HE HAD LANDED ON THE CENTERLINE, LOST CONTROL IN A SNOWDRIFT, THEN THE ACFT DRIFTED INTO SNOW ADJACENT TO THE RWY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL AND RUNWAY ALIGNMENT DURING THE LANDING ROLL. FACTORS RELATED TO THE ACCIDENT WERE: LIGHT CONDITIONS AT DAWN, SNOW AND ICE ON THE RUNWAY, AND THE RUNWAY LIGHTS.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) LIGHT CONDITION - DAWN
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

5. (F) OBJECT - RUNWAY LIGHT
6. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	44, 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:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 11, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6471 hours (Total, all aircraft), 520 hours (Total, this make and model), 5587 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 92 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N54US
Model/Series:	MU-2B-35J MU-2B-35J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	590
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	January 12, 1989 AAIP	Certified Max Gross Wt.:	10800 lbs
Time Since Last Inspection:	30 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	4076 Hrs	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-6
Registered Owner:	RICHARDSON AVIATION	Rated Power:	715 Horsepower
Operator:		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:	Instrument (IMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	GEG ,2372 ft msl	Distance from Accident Site:	
Observation Time:	06:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	2 miles
Lowest Ceiling:	900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-9°C / -11°C
Precipitation and Obscuration:	N/A - Blowing - Snow		
Departure Point:	SEATTLE , WA (BFI)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	05:50 Local	Type of Airspace:	

Airport Information

Airport:	SPOKANE INT'L GEG	Runway Surface Type:	Asphalt
Airport Elevation:	2372 ft msl	Runway Surface Condition:	Ice;Snow
Runway Used:	3	IFR Approach:	ILS
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	Full stop

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):	Daily, H
Additional Participating Persons:	GREG YOUNG; SEATTLE , WA
Original Publish Date:	January 22, 1991
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=40990

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