



Aviation Investigation Final Report

Location:	Salt Lake City, Utah	Accident Number:	DEN03LA075
Date & Time:	April 18, 2003, 03:25 Local	Registration:	N157CA
Aircraft:	Mitsubishi MU-2B-60	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

Visibility was greater than 6 miles, but was restricted due to moderate to heavy rain as the pilot started his takeoff roll on runway 35. Near rotation speed, he felt a tire blow out followed by some hydroplaning. He aborted the takeoff and taxied back to the ramp. Airplane inspection revealed substantial damage to the left engine and cowling, propeller, and landing gear. In addition, the pressure vessel was breached. The pilot surmised that he had aligned the airplane with the left side runway edge lights instead of the centerline lights. He attributed this to his "vision being partially obstructed by moderate rain." Postaccident examination revealed 15 to 20 runway lights were either damaged or destroyed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot improperly aligning the airplane on the runway for takeoff. Contributing factors were the reduced visibility due to rain, and the dark night.

Findings

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

Findings

1. (C) PROPER ALIGNMENT - NOT PERFORMED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - OBSCURATION

3. (F) WEATHER CONDITION - RAIN
4. (F) LIGHT CONDITION - DARK NIGHT
5. OBJECT - RUNWAY LIGHT

Factual Information

On April 18, 2003, at 0325 mountain daylight time, a Mitsubishi MU-2B-60, N157CA, operated by American Check Transport, d/b/a Flight Line, Inc., of Denver, Colorado, was substantially damaged when it collided with runway edge lights during takeoff at Salt Lake City International Airport, Salt Lake City, Utah. The commercial pilot, the sole occupant aboard, was not injured. Visual meteorological conditions prevailed, and an IFR flight plan had been filed for the nonscheduled domestic cargo flight operating as ACT flight 900 under Title 14 CFR Part 135. The flight was originating at the time of the accident, and its destination was Centennial Airport, Englewood, Colorado.

The following is based on the accident report submitted by the pilot-in-command. "The visibility was greater than 6 miles, but was restricted due to moderate to heavy rain," he wrote. He was cleared for takeoff on runway 35 and he "lined up on centerline for a northbound departure." At near rotation speed (95 knots), he felt a tire blow out. There was some hydroplaning, so he aborted the takeoff and taxied back to the ramp. Airplane inspection revealed substantial damage to the left engine and cowling, propeller, and landing gear. In addition, the pressure vessel was breached.

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Pilot Information

Certificate:	Commercial	Age:	38, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 1, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 21, 2003
Flight Time:	3485 hours (Total, all aircraft), 103 hours (Total, this make and model), 3402 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 73 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mitsubishi	Registration:	N157CA
Model/Series:	MU-2B-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1558S.A
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	11575 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Garrett
ELT:	Installed, not activated	Engine Model/Series:	TPE 331-10
Registered Owner:	Flight Line, Inc.	Rated Power:	715 Horsepower
Operator:	American Check Transport	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Flight Line, Inc.	Operator Designator Code:	VOXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	SLC,4227 ft msl	Distance from Accident Site:	
Observation Time:	02:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	9 miles
Lowest Ceiling:	Overcast / 2200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	4°C / 3°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Salt Lake City, UT (SLC)	Type of Flight Plan Filed:	IFR
Destination:	Englewood, CO (APA)	Type of Clearance:	IFR
Departure Time:	03:25 Local	Type of Airspace:	Unknown

Airport Information

Airport:	Salt Lake City International SLC	Runway Surface Type:	Asphalt
Airport Elevation:	4227 ft msl	Runway Surface Condition:	Wet
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	9596 ft / 150 ft	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:	40.788333,-111.961112

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Brian W Neville; FAA Flight Standards District Office; Salt Lake City, UT
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56896

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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](#).