



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WAYNESBORO, VA	<b>Accident Number:</b>	BF091FA061
<b>Date &amp; Time:</b>	07/01/1991, 1230 EDT	<b>Registration:</b>	N5809J
<b>Aircraft:</b>	MOONEY M20J	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT WAS EN ROUTE AT 11,500 FEET AND WAS RECEIVING TRAFFIC ADVISORIES FROM AIR TRAFFIC CONTROL, WHO ADVISED HIM OF HEAVY PRECIPITATION AHEAD. THE PILOT BEGAN A DESCENT ABOUT 14 MILES FROM HIS DESTINATION. ATC ADVISED THE PILOT TO MAINTAIN VISUAL METEOROLOGICAL CONDITIONS, WHICH HE ACKNOWLEDGED. THE PILOT LATER REPORTED HE HAD ENCOUNTERED RAIN AND TURBULENCE AND THAT HE WAS NOT IN VMC. ATC LOST CONTACT WITH THE AIRPLANE SOON AFTERWARDS. WITNESSES REPORTED A SEVERE THUNDERSTORM WHEN THEY SAW THE AIRPLANE DESCEND AND CRASH. THE INVESTIGATION REVEALED THE AIRPLANE HAD AN INFLIGHT BREAKUP; WRECKAGE WAS STREWN A DISTANCE OF ABOUT TWO MILES. THE EXAMINATION DID NOT DISCLOSE EVIDENCE OF MECHANICAL MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS FAILURE TO MAINTAIN AIRCRAFT CONTROL WHICH RESULTED IN OVERSTRESS OF THE AIRPLANE. CONTRIBUTING WAS VFR FLIGHT INTO IMC AND THUNDERSTORMS.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT - NORMAL

### Findings

1. (F) WEATHER CONDITION - THUNDERSTORM
2. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - NORMAL

### Findings

3. (F) STABILIZER - OVERLOAD
4. (F) STABILIZER - SEPARATION
5. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<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>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N5809J
<b>Model/Series:</b>	M20J M20J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1554
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	01/02/2000, Annual	<b>Certified Max Gross Wt.:</b>	2740 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A3B6D
<b>Registered Owner:</b>	PERRY E. BRUNK	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	PERRY E. BRUNK	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SHD, 1201 ft msl	Distance from Accident Site:	999 Nautical Miles
Observation Time:	1645 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	WISE, VA (LNP)	Type of Flight Plan Filed:	IFR
Destination:	HARRISONBURG, VA (SHD)	Type of Clearance:	IFR
Departure Time:	1100 EDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Dennis L Jones	Report Date:	08/13/1993
Additional Participating Persons:	JOHN WAGER; RICHMOND, VA JOHN PHELPS; RICHMOND, VA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).