



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	WAYNESBORO, VA	<b>Accident Number:</b>	BFO91FA061
<b>Date &amp; Time:</b>	07/01/1991, 1230 EDT	<b>Registration:</b>	N5809J
<b>Aircraft:</b>	MOONEY M20J	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

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

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	PERRY E. BRUNK	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-A3B6D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SHD, 1201 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 3000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 220°
<b>Temperature:</b>	21° C	<b>Visibility</b>	4 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WISE, VA (LNP)	<b>Destination:</b>	HARRISONBURG, VA (SHD)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Dennis L Jones	<b>Adopted Date:</b>	08/13/1993
<b>Investigation Docket:</b>	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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