



Aviation Investigation Final Report

Location:	BLOOMINGTON, Illinois	Accident Number:	CHI92FA169
Date & Time:	June 11, 1992, 13:42 Local	Registration:	N302FW
Aircraft:	MOONEY M20J	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE 69 YEAR OLD PILOT RETURNED TO THE HOME BASE AIRPORT AFTER A BUSINESS TRIP AND ENTERED A RIGHT HAND TRAFFIC PATTERN FOR RUNWAY 3. WITNESSES DESCRIBED A VERY TIGHT, CLOSE-IN TRAFFIC PATTERN, AND STATED THE ACCIDENT AIRPLANE WAS LOWER THAN THE NORMAL TRAFFIC PATTERN (ESTIMATED 400 FEET ABOVE THE GROUND). THEY STATED THE NOSE OF THE AIRPLANE WAS '...TILTING SLIGHTLY UPWARDS...' AND THEN THE AIRPLANE ENTERED A STEEP ('KNIFE-EDGE') LEFT TURN AND DESCENDED TO THE GROUND. THE AIRPLANE IMPACTED TERRAIN IN A RESIDENTIAL AREA SOUTHWEST OF THE AIRPORT. POST-ACCIDENT INVESTIGATION REVEALED NO EVIDENCE OF PRE-IMPACT MECHANICAL MALFUNCTION OR PILOT INCAPACITATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN AIRCRAFT CONTROL DURING THE TURN FROM BASE LEG TO FINAL APPROACH.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	69, 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:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 22, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2450 hours (Total, all aircraft), 250 hours (Total, this make and model), 2250 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N302FW
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1091
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 20, 1991 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	185 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2069 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A3B6D
Registered Owner:	BERNER, LOUIS A. JR.	Rated Power:	200 Horsepower
Operator:	BERNER, LOUIS A. JR.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BMI ,875 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	13:45 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	25000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	UNKNOWN , IL (UNK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	00:00 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	BLOOMINGTON BMI	Runway Surface Type:	
Airport Elevation:	875 ft msl	Runway Surface Condition:	
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	3720 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	1 Fatal	Latitude, Longitude:	40.470321,-88.969169(est)

Administrative Information

Investigator In Charge (IIC): Reeves, Jodi

Additional Participating Persons: WAYNE DUNHAM; SPRINGFIELD , IL
MIKE LYNCH; SPRINGFIELD , IL
ARSENIO CABANAS; SPRINGFIELD , IL

Original Publish Date: August 31, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15292>

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](#).