



Aviation Investigation Final Report

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| Location: | BLUE ASH, Ohio | Accident Number: | NYC91LA100 |
| Date & Time: | April 4, 1991, 09:46 Local | Registration: | N5810C |
| Aircraft: | MOONEY M20J | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 Fatal |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT OF THE MOONEY M20J, N5810C, WAS DELIVERING HIS AIRPLANE TO THE BLUE ASH AIRPORT, OHIO FOR MINOR REPAIRS, WHEN HE CRASHED IN A WOODED AREA. HE HAD CALLED THE AIRPORT FOR LANDING INFORMATION MINUTES BEFORE THE ACCIDENT. AN FAA INSPECTOR SAID, 'I WOULD ESTIMATE THE ALTITUDE TO BE BETWEEN 200 AND 300 FEET ABOVE THE GROUND...THE AIRCRAFT WAS IN A NOSE HIGH ATTITUDE, THEN WENT INTO A SPIN...I THEN SAW THE AIRCRAFT HAD CRASHED.' THE LOCATION OF THE ACCIDENT WOULD HAVE BEEN A CLOSE BASE LEG FOR A VFR LANDING PATTERN. THE PILOT'S FLIGHT LOG SHOWED 3 FLIGHTS IN 1989, 2 FLIGHTS IN 1990, AND 1 FLIGHT IN 1991, ALL IN THE MOONEY M20J.

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 PROPER ALTITUDE AND AIRSPEED DURING A LANDING APPROACH, WHICH RESULTED IN A STALL AND SPIN AT TOO LOW AN ALTITUDE TO RECOVER. A FACTOR RELATED TO THE ACCIDENT WAS THE LACK OF RECENT FLIGHT EXPERIENCE BY THE PILOT.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. (F) LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

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|----------------------------------|---|--|---------------|
| Certificate: | Private | Age: | 68, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | Yes |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | June 19, 1990 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 500 hours (Total, all aircraft), 7 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------|---------------------------------------|-----------------|
| Aircraft Make: | MOONEY | Registration: | N5810C |
| Model/Series: | M20J M20J | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 24-1558 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 2740 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated | Engine Model/Series: | IO-360A3B6D |
| Registered Owner: | HAHNE ENTERPRISES | Rated Power: | 200 Horsepower |
| Operator: | HAHNE ENTERPRISES | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|---------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | -18°C / -18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | BATAVIA , OH (I69) | Type of Flight Plan Filed: | None |
| Destination: | BLUE ASH , OH (I77) | Type of Clearance: | None |
| Departure Time: | 09:00 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|-----------------|----------------------------------|-----------------|
| Airport: | BLUE ASH I77 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 857 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 24 | IFR Approach: | None |
| Runway Length/Width: | 3500 ft / 75 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Fatal | Latitude, Longitude: | 39.240097,-84.349235(est) |

Administrative Information

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| Investigator In Charge (IIC): | Leonard, Charles |
| Additional Participating Persons: | STANLEY P FASKE; CINCINNATI , OH |
| Original Publish Date: | May 5, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=36898 |

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](#).