



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	WEST CHICAGO, IL	<b>Accident Number:</b>	CHI83FA353
<b>Date &amp; Time:</b>	08/01/1983, 2120 CDT	<b>Registration:</b>	N4557E
<b>Aircraft:</b>	GULFSTREAM AA-5B	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT REPORTED THAT DURING A NIGHT LANDING, THE ACFT BEGAN TO PORPOISE. HE APPLIED POWER TO GO AROUND, BUT THE PLANE WENT OFF THE LEFT SIDE OF THE RWY. SUBSEQUENTLY, IT COLLIDED WITH BRUSH & A CHAIN LINK FENCE & CAME TO REST ON RESIDENTIAL PROPERTY. THE PLT REPORT HAVING 1 HR OF NIGHT TIME DURING THE PREVIOUS 90 DAYS.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) FLARE - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

### Findings

5. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
6. (F) TERRAIN CONDITION - HIGH VEGETATION
7. (F) OBJECT - FENCE

## Pilot Information

Certificate:	Private	Age:	36
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	89 hours (Total, all aircraft), 7 hours (Total, this make and model), 51 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	GULFSTREAM	Registration:	N457E
Model/Series:	AA-5B AA-5B	Engines:	1 Reciprocating
Operator:	J. B. WATKIN	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A4K
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DPA, 770 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / , Variable
Temperature:		Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	OSHKOSH, WI (OSH)	Destination:	

## Airport Information

Airport:	DUPAGE (DPA)	Runway Surface Type:	Concrete
Runway Used:	33	Runway Surface Condition:	Dry
Runway Length/Width:	3500 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): CARL E DINWIDDIE Adopted 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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.