



National Transportation Safety Board Aviation Accident Data Summary

Location:	Chicago, IL	Accident Number:	CHI03LA001
Date & Time:	10/01/2002, 1040 CDT	Registration:	N22RJ
Aircraft:	Mooney M20J	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The airplane collided with the terrain following a loss of control while landing. The pilot reported they approached the airport from the north for a landing on runway 18. He stated the winds were fine until they were approximately one mile out from the airport at which time they became gusty. The pilot reported he flew the approach with flaps down and at an airspeed of 80 knots. He reported that on touchdown, the airplane bounced and veered to the left. He applied power to go-around; however, the airplane continued to veer left. The left wing contacted the ground, and the airplane spun around coming to rest on a northerly heading. An airport weather observation taken 10 minutes prior to the accident reported the wind condition as 240 degrees at 10 knots.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind, and his failure to maintain directional control.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

1. (C) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ABORTED

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	215 hours (Total, all aircraft), 60 hours (Total, this make and model), 75 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Other Flight Crew Information

Certificate:	Flight Instructor; Commercial	Age:	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	1697 hours (Total, all aircraft), 38 hours (Total, this make and model), 1479 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N22RJ
Model/Series:	M20J	Engines:	1 Reciprocating
Operator:	Stanley L. Reed	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CGX, 593 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	10 knots / , 240°
Temperature:	25° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Madison, WI (MSN)	Destination:	Chicago, IL (CGX)

Airport Information

Airport:	Merrill C. Meigs Airport (CGX)	Runway Surface Type:	Asphalt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	3899 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	41.858611, -87.607778		

Administrative Information

Investigator In Charge (IIC): Pamela Sullivan

Adopted Date: 06/25/2003

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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.