



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	West Chicago, IL	<b>Accident Number:</b>	CHI03LA143
<b>Date &amp; Time:</b>	06/01/2003, 2130 CDT	<b>Registration:</b>	N21737
<b>Aircraft:</b>	Mooney M20S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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On June 1, 2003, at 2130 central daylight time, a Mooney M20S, N21737, piloted by a commercial pilot, sustained substantial damage when it veered off the side of the runway and collided with airport signs and markings after a hard landing on runway 10 (4,751 feet by 75 feet, asphalt), at Dupage Airport (DPA), West Chicago, Illinois. The pilot and two passengers were uninjured. Night visual meteorological conditions prevailed at the time of the accident. The business flight was operating under the provisions of 14 CFR Part 91 without a flight plan. The flight originated from Eagle County Regional Airport (EGE), Eagle, Colorado, at 1500 mountain daylight time.

The pilot stated, "The flare was too high, the aircraft dropped to the runway and bounced." The pilot noted the aircraft bounced twice, and on the second bounce he attempted a go-around. The pilot reported applying full throttle and raising "what was thought to be one notch of flaps." The pilot reported the aircraft swerved left and then was "overcorrected right" and subsequently swerved off the right side of the runway, striking fixed objects with the wing. The pilot reported he reduced the throttle to idle when the aircraft ran onto a taxiway. The pilot indicated the nose gear collapsed when the aircraft transitioned from the grass onto the taxiway.

The on-sight investigation revealed that the aircraft exited the left edge of runway 10 at taxiway E-6. The aircraft's right wingtip was found at the intersection of taxiway E-6 and runway 10. A runway light was found damaged near the path of the left landing gear. The wreckage pattern and markings, including eight propeller strikes, continued to the east of runway 20 right. The left main landing gear was found separated from the rest of the aircraft. The taxiway sign for taxiway C was damaged and found next to the wreckage path. The aircraft came to a stop at the intersection of taxiways C and G.

Inspection of the airplane revealed that the flap handle was in the "up" position, and the flaps were in the fully retracted position. The tail of the aircraft showed scraping along its underside, and the tailskid was damaged. The blades were broken from the propeller hub, exhibited blade twist, and were bent aft. The left main landing gear was broken off, and the nose gear was collapsed. The leading edge of the right wing was dented about two-thirds of the

way up the span from the fuselage in a pattern consistent with striking an airport sign.

The weather reporting facility located at DPA, reported the winds at 2153 as 120 degrees at 4 knots.

The pilot reported no mechanical problems with the aircraft or powerplant.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/01/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	03/16/2002
<b>Flight Time:</b>	1150 hours (Total, all aircraft), 103 hours (Total, this make and model), 1007 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N21737
<b>Model/Series:</b>	M20S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-0004
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	06/30/2002, Annual	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	445 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-550G
<b>Registered Owner:</b>	Galloway Air LLC	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	Galloway Air LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DPA, 758 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2153 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	13° C / 3° C
Precipitation and Obscuration:			
Departure Point:	Eagle, CO (EGE)	Type of Flight Plan Filed:	None
Destination:	West Chicago, IL (DPA)	Type of Clearance:	VFR
Departure Time:	1500 MDT	Type of Airspace:	Class D

## Airport Information

Airport:	Dupage Airport (DPA)	Runway Surface Type:	Asphalt
Airport Elevation:	758 ft	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	4751 ft / 75 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	41.907778, -88.248611

## Administrative Information

Investigator In Charge (IIC):	Jim Silliman
Additional Participating Persons:	William Law; FAA- Dupage FSDO; West Chicago, IL
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 <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> .