



Aviation Investigation Final Report

Location:	LANSING, Illinois	Accident Number:	CHI85LA330
Date & Time:	August 2, 1985, 19:40 Local	Registration:	N57275
Aircraft:	MOONEY M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ONE OF THE PILOT'S EYES BECAME IRRITATED. HE ATTEMPTED TO SCRATCH IT ON SHORT FINAL. A HARD LANDING RESULTED. THE AIRCRAFT BECAME AIRBORNE & THE PILOT ADDED POWER. HIS GLASSES BECAME DISLODGED. AT THIS TIME THE PILOT WAS ATTEMPTING TO REGAIN CONTROL AS THE AIRCRAFT WAS HEADING TOWARD PAKRED AIRCRAFT. THE PILOT WAS UNABLE TO AVOID THE ENSUING COLLISION.

Probable Cause and Findings

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) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT - PILOT IN COMMAND
 3. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 4. (C) FLARE - IMPROPER - PILOT IN COMMAND
 5. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 6. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
- 7. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 8. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 1, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	832 hours (Total, all aircraft), 147 hours (Total, this make and model), 751 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N57275
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	241437
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 2, 1985 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	137 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-360-A3B6D
Registered Owner:	RCD AVIATION CORP.	Rated Power:	200 Horsepower
Operator:		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:	MDW	Distance from Accident Site:	
Observation Time:	18:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	LANSING MUNI. 3HA	Runway Surface Type:	Asphalt
Airport Elevation:	614 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2432 ft / 75 ft	VFR Approach/Landing:	Go around;Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	41.559688,-87.539054(est)

Administrative Information

Investigator In Charge (IIC): Rathke jr., Fred

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13177>

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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](#).