



Aviation Investigation Final Report

Location:	Chicago, Illinois	Accident Number:	CHI03LA001
Date & Time:	October 1, 2002, 10:40 Local	Registration:	N22RJ
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

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 and Findings

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

Factual Information

On October 1, 2002, at 1040 central daylight time, a Mooney M20J, N22RJ, collided with the terrain following a loss of control while landing on runway 18 (3,899 feet by 150 feet, asphalt) at the Merrill C. Meigs Airport (CGX), Chicago, Illinois. The private pilot and his pilot rated passenger were not injured. The airplane was substantially damaged. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions. The flight originated from Madison, Wisconsin, at 1000.

The pilot reported they approached the airport from the north over Navy Pier. 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.

A weather observation taken at CGX, 10 minutes prior to the accident, reported the wind condition as 240 degrees at 10 knots.

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 13, 2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 17, 2001
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:	Commercial; Flight instructor	Age:	34, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 5, 2002
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 10, 2002
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	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-3207
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 4, 2002 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	42 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	42 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360
Registered Owner:	Stanley L. Reed	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CGX,593 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:30 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	25°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Madison, WI (MSN)	Type of Flight Plan Filed:	None
Destination:	Chicago, IL (CGX)	Type of Clearance:	VFR
Departure Time:	10:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Merrill C. Meigs Airport CGX	Runway Surface Type:	Asphalt
Airport Elevation:	593 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	Unknown
Runway Length/Width:	3899 ft / 150 ft	VFR Approach/Landing:	Straight-in

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
Total Injuries:	2 None	Latitude, Longitude:	41.858612,-87.60778

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Dan Coleman; FAA- DuPage FSDO; West Chicago, IL
Original Publish Date:	June 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55830

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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](#).