



Aviation Investigation Final Report

Location:	Chesterfield, Missouri	Accident Number:	CHI07CA270
Date & Time:	August 8, 2007, 20:30 Local	Registration:	N201LE
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane departed a taxiway and struck an airport sign. The pilot reported that he was anxious to clear the runway after landing on runway 26L since he knew that another airplane was behind him for landing. He exited the runway at the first available taxiway. He reported that he thought the taxiway intersected the runway at a 90-degree angle, but it actually was a high-speed taxiway for landing aircraft from the opposite direction on runway 8R. He reported that the airplane departed the taxiway and struck the airport sign.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to maintain directional control while taxiing after landing. A factor was the runway sign.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES, RUNWAY SIGN(S) - OTHER

Factual Information

The airplane received substantial damage to the wing ribs when it departed a taxiway and struck an airport sign. The pilot reported that he was anxious to clear the runway after landing on runway 26L since he knew that another airplane was behind him for landing. He exited the runway at the first available taxiway. He reported that he thought the taxiway intersected the runway at a 90-degree angle, but it actually was a high-speed taxiway for landing aircraft from the opposite direction on runway 8R. He reported that the airplane departed the taxiway and struck the airport sign.

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	August 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	913 hours (Total, all aircraft), 262 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N201LE
Model/Series:	M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-0480
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360-A3B6D
Registered Owner:	Goddard Group LLC	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Cincinnati, OH (LUK)	Type of Flight Plan Filed:	None
Destination:	Chesterfield, MO (SUS)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	

Airport Information

Airport:	Spirit of St Louis Airport SUS	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	38.661945,-90.653335

Administrative Information

Investigator In Charge (IIC): Silliman, James

Additional Participating Persons:

Original Publish Date: October 31, 2007

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=66807>

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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](#).