



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WEST CHICAGO, IL	<b>Accident Number:</b>	CHI85FA385
<b>Date &amp; Time:</b>	09/23/1985, 1025 CDT	<b>Registration:</b>	N700DK
<b>Aircraft:</b>	Dassault-Breguet 10	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Executive/Corporate		

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## Analysis

THE FALCON 10 TOUCHED DOWN LONG AND FST ON A WET RUNWAY, EXPERIENCED HYDROPLANNING AND WENT OFF THE END OF THE RUNWAY, STRUCK A DRAINAGE DITCH AND COLLAPSED THE LANDING GEAR. THE NOSE GEAR CAME BACK AND BENT THE THROTTLE QUADRANT BRACKET, PULLED THE FUEL CONTROLS TO 90 PERCENT POWER. THIS PUSHED THE AIRCRAFT ON ITS BELLY ANOTHER 1000'-1600' UNTIL IT CAME TO A STOP ON A HILLSIDE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  3. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  4. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
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Occurrence #2: COMPLETE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. LANDING GEAR,NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, 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>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/05/1983
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2697 hours (Total, all aircraft), 375 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Dassault-Breguet	<b>Registration:</b>	N700DK
<b>Model/Series:</b>	10 10	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	191
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	06/13/1985, Annual	<b>Certified Max Gross Wt.:</b>	18740 lbs
<b>Time Since Last Inspection:</b>	46 Hours	<b>Engines:</b>	2 Turbo Fan
<b>Airframe Total Time:</b>	537 Hours	<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TFE-731-2-1C
<b>Registered Owner:</b>	DURAIR,INC.	<b>Rated Power:</b>	3230 lbs
<b>Operator:</b>	DURAIR,INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DPA, 758 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1050 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 17° C
Precipitation and Obscuration:			
Departure Point:	ELKHART, IN (EKM)	Type of Flight Plan Filed:	IFR
Destination:	WEST CHICAGO, IL (DPA)	Type of Clearance:	IFR
Departure Time:	0950 EST	Type of Airspace:	

## Airport Information

Airport:	DUPAGE (DPA)	Runway Surface Type:	Asphalt
Airport Elevation:	758 ft	Runway Surface Condition:	Wet
Runway Used:	10	IFR Approach:	ILS
Runway Length/Width:	4001 ft / 75 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JAMES E SIEGMAN	Report Date:	
Additional Participating Persons:	JAMES J MILLER, JR.		
Publish Date:			
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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).