
Wing collision with runway on landing, Boeing 727-2M7, August 30, 2004

Micro-summary: This Boeing 727-2M7's right wing collided with the runway while landing.

Event Date: 2004-08-30 at 1905 MDT


Investigative Body: National Transportation Safety Board (NTSB), USA

Investigative Body's Web Site: <http://www.nts.gov/>

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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: FTW04LA225		Aircraft Registration Number: N742RW	
		Occurrence Date: 08/30/2004		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place El Paso	State TX	Zip Code 79925	Local Time 1905	Time Zone MDT	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 727-2M7		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On August 30, 2004, approximately 1905 mountain daylight time, a Boeing 727-2M7 transport category airplane, N742RW, was substantially damaged when the right wing dragged the runway while landing at El Paso International Airport (ELP), El Paso, Texas. The airline transport rated captain, first officer and flight engineer were not injured. The airplane was owned by ART 21952 LLC, San Francisco, California, and operated by Custom Air Transport Incorporated, Fort Lauderdale, Florida. Visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the 14 Code of Federal Regulations Part 121 cargo flight. The flight originated from the Chihuahua International Airport, Chihuahua, Mexico, at 1800 mountain daylight time, destined for El Paso International Airport, El Paso, Texas.</p> <p>The 5,000-hour captain, of which 100 hours were in the same make and model of airplane, reported the 950-hour first officer, of which 650 hours were in make and model, was at the controls during the approach and initial touchdown of the airplane to runway 4 (a 12,010 foot long by 150 foot wide asphalt runway).</p> <p>The flight crew further reported that during the final approach to landing, the airplane was right of the runway centerline and a left correction was initiated. The correction was "too severe," and the airplane overshot the runway centerline to the left. During the correction back to the right, the airplane bounced "hard." The captain then took the controls and completed a "safe" landing. The crew added that they were not aware that the right wing tip had struck the runway until after they exited the airplane.</p> <p>According to a Federal Aviation Administration (FAA) inspector, who responded to the accident site, the right leading edge slat, right aileron, right flap, and right wing tip sustained structural damage.</p> <p>The digital flight data recorder was forwarded to the NTSB Vehicle Recorders Division, Washington, D.C., for readout, and the Boeing Company subsequently analyzed the data. The flight data recorder revealed that the airplane was approximately .6 nautical miles (NM) left of centerline approximately 1.6 NM from the runway threshold. The airplane continued to descend and correct in a right direction towards centerline. The right wing dragged the runway while the airplane was on a heading of 050 degrees and in a 19-degree right wing low bank-angle. The airplane then rolled to a left wing low bank-angle of 13 degrees. Subsequently the airplane's main landing gear touched down on the runway 2,150 feet beyond where the right wing dragged the ground.</p> <p>At 1851 mountain daylight time, the weather observation facility at El Paso International Airport, El Paso, Texas, was reporting the wind from 140 degrees at 07 knots, visibility 10 statute miles, few clouds at 9,000 feet, temperature 84 degrees Fahrenheit, dew point 54 degrees Fahrenheit, and barometric pressure setting of 30.08 inches of Mercury.</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION


NTSB ID: FTW04LA225


Occurrence Date: 08/30/2004


Occurrence Type: Accident

Narrative (Continued)

The NTSB investigator-in-charge calculated the density altitude at approximately 6,391 feet above sea level.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: FTW04LA225				
		Occurrence Date: 08/30/2004				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name EL PASO INTL		Airport ID: ELP	Airport Elevation 3958 Ft. MSL	Runway Used 04	Runway Length 12010	Runway Width 150
Runway Surface Type: Asphalt						
Runway Surface Condition: Dry						
Type Instrument Approach: ILS-localizer Only						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Boeing		Model/Series 727-2M7		Serial Number 21952		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 3	Certified Max Gross Wt. 194800 LBS	Number of Engines: 3		
Engine Type: Turbo Jet		Engine Manufacturer: Pratt & Whitney	Model/Series: JT8D-15	Rated Power: 18000 LBS		
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 11/2002	Time Since Last Inspection 1763 Hours	Airframe Total Time 51251 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information						
Registered Aircraft Owner ART 21952 LLC		Street Address 4 Embarcadero CTR FL 35				
		City San Francisco	State CA	Zip Code 94111		
Operator of Aircraft CUSTOM AIR TRANSPORT INC		Street Address 4101 Ravenswood Road				
		City Ft. Lauderdale	State FL	Zip Code 33312		
Operator Does Business As:			Operator Designator Code: C7WA			
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): Supplemental						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 121: Air Carrier						
Type of Flight Operation Conducted: Non-scheduled; International; Cargo						
FACTUAL REPORT - AVIATION						

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First Pilot Information																																																																																				
Name		City		State	Date of Birth	Age																																																																														
On File		On File		On File	On File	40																																																																														
Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot			Certificate Number: On File																																																																															
Certificate(s): Airline Transport; Flight Engineer																																																																																				
Airplane Rating(s): Multi-engine Land																																																																																				
Rotorcraft/Glider/LTA:																																																																																				
Instrument Rating(s): Airplane																																																																																				
Instructor Rating(s): Instrument Airplane																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft? Yes				Current Biennial Flight Review? 07/2004																																																																																
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--no waivers/lim.			Date of Last Medical Exam: 07/2004																																																																															
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>5000</td> <td>100</td> <td>600</td> <td>4000</td> <td>2000</td> <td>480</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>1000</td> <td>100</td> <td>800</td> <td>200</td> <td>500</td> <td>400</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>120</td> <td>100</td> <td>20</td> <td></td> <td>1</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>100</td> <td>100</td> <td></td> <td>100</td> <td>80</td> <td>8</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	5000	100	600	4000	2000	480					Pilot In Command(PIC)	1000	100	800	200	500	400					Instructor											Last 90 Days	120	100	20		1	3					Last 30 Days	100	100		100	80	8					Last 24 Hours										
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No		Second Pilot? Yes																																																																														
Flight Plan/Itinerary																																																																																				
Type of Flight Plan Filed: IFR																																																																																				
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																															
Chihuahua			MCU	1800	MDT																																																																															
Destination		State	Airport Identifier																																																																																	
El Paso		TX	ELP																																																																																	
Type of Clearance: IFR																																																																																				
Type of Airspace: Class C																																																																																				
Weather Information																																																																																				
Source of Briefing: Commercial Weather Service																																																																																				
Method of Briefing: Telephone																																																																																				

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			Occurrence Date: 08/30/2004		
			Occurrence Type: Accident		


Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ELP	1851	MDT	3958 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Few			9000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.08 "Hg
Temperature: 29 °C		Dew Point: 12 °C	Wind Direction: 140		Density Altitude: 6391 Ft.
Wind Speed: 7		Gusts:	Weather Conditions at Accident Site: Visual Conditions		
Visibility (RVR): Ft.		Visibility (RVV) SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot				1	1	
Second Pilot				1	1	
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer				1	1	
Cabin Attendants						
Other Crew						
Passengers						
- TOTAL ABOARD -				3	3	
Other Ground						
- GRAND TOTAL -				3	3	

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	Occurrence Date: 08/30/2004	
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Administrative Information		
Investigator-In-Charge (IIC) Frank McGill		
Additional Persons Participating in This Accident/Incident Investigation: Rob Soluren Aviation Safety Inspector Federal Aviation Administration 1601 Randolph Road SE, Suite 200N Albuquerque, NM 87106		
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