



# Aviation Investigation Final Report

<b>Location:</b>	APALACHICOLA, Florida	<b>Accident Number:</b>	MIA94LA150
<b>Date &amp; Time:</b>	May 27, 1994, 17:30 Local	<b>Registration:</b>	N201NH
<b>Aircraft:</b>	MOONEY M20-J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

WHILE ON LANDING ROLL, THE PILOT ENCOUNTERED A STRONG CROSS-WIND AND ABORTED THE LANDING. THE AIRPLANE THEN DRIFTED OFF TO THE SIDE OF THE RUNWAY AND STRUCK TREES, SUBSTANTIALLY DAMAGING THE AIRPLANE.

## 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 THE CROSSWIND RESULTING IN NOT MAINTAINING ALIGNMENT WITH THE RUNWAY AND THE PILOT'S DELAY IN ABORTING THE LANDING. THE CROSSWIND WAS A FACTOR.

## Findings

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

### Findings

- 1. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ABORTED

### Findings

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

Findings

5. OBJECT - TREE(S)

## Factual Information

On May 27, 1994, about 1730 central daylight time, N201NH, a Mooney M20-J, registered to the pilot, Daryll Plymel, collided with trees on landing at Apalachicola, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the pilot reported no injuries. The flight originated from Moultrie, Georgia, about 1630 the same day. The pilot stated that as he touched down on landing the aircraft encountered a gust of wind, drifted to the left and he then attempted a go-around. The pilot lost control of the airplane on the ground, left the runway and collided with trees.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<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>	March 30, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1093 hours (Total, all aircraft), 465 hours (Total, this make and model), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N201NH
<b>Model/Series:</b>	M20-J M20-J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-0264
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 18, 1994 Annual	<b>Certified Max Gross Wt.:</b>	2740 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2072 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A1B6D
<b>Registered Owner:</b>	PLYMEL BROTHERS INC.	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	PLYMEL, DARYLL G.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PFN ,21 ft msl	<b>Distance from Accident Site:</b>	53 Nautical Miles
<b>Observation Time:</b>	17:48 Local	<b>Direction from Accident Site:</b>	130°
<b>Lowest Cloud Condition:</b>	Scattered / 1500 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Overcast / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 23°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	MOULTRIE , GA (MGR)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ST. GEORGE ISLAND F47	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3800 ft / 50 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	29.720266,-84.989791(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alston, Andrew
<b>Additional Participating Persons:</b>	JERRY YATES; BIRMINGHAM , AL
<b>Original Publish Date:</b>	November 18, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=37552">https://data.ntsb.gov/Docket?ProjectID=37552</a>

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