



Aviation Investigation Final Report

Location:	BRYSON CITY, North Carolina	Accident Number:	MIA00LA151
Date & Time:	May 11, 2000, 18:15 Local	Registration:	N6998U
Aircraft:	Mooney M20C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated he was landing rollout with a known quartering crosswind, the airplane drifted to the right on landing rollout and the right wing tip collided with a known on-ground fixed object (wooden pallet.)

Probable Cause and Findings

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

The pilot's failure to maintain directional control on landing rollout with a known quartering crosswind, resulting in an on-ground collision with a known fixed object (wooden pallet.)

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - CROSSWIND
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - OTHER

Factual Information

On May 11, 2000, at about 1815 eastern daylight time, a Mooney M-20C, N6998U, registered to a private owner, operating as a 14 CFR Part 91 personal flight, experienced an on-ground collision with a fixed object on landing rollout at Sossamon Field, Bryson City, North Carolina. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The private pilot reported no injuries. The flight originated from Beaufort, North Carolina, about 3 hours 15 minutes before the accident.

The pilot stated he entered left closed traffic for runway 27 and he experienced a quartering crosswind. The airplane drifted to the right on landing rollout, and the right wing tip collided with a wood pallet. The airplane pulled to the right, went across an apron, and collided with stored material, collapsing the nose gear. The pilot stated he was going to the airport to talk to the airport manager about debris being stored next to the runway, and he experienced no mechanical difficulties with the airplane.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 30, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	665 hours (Total, all aircraft), 20 hours (Total, this make and model), 650 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N6998U
Model/Series:	M20C M20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2719
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 7, 2000 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2580 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	CARL S. BIVENS	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AUL	Distance from Accident Site:	
Observation Time:	18:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BEAUFORT , NC (MRH)	Type of Flight Plan Filed:	None
Destination:	(GA9)	Type of Clearance:	None
Departure Time:	15:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	SOSSAMON GA9	Runway Surface Type:	Concrete
Airport Elevation:	1940 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2265 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.420841,-83.439155(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	ROBERT P ALBRIGHT; CHARLOTTE , NC
Original Publish Date:	December 4, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49217

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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](#).