



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Port Huron, MI	<b>Accident Number:</b>	CHI01LA061
<b>Date &amp; Time:</b>	01/01/2001, 1245 EST	<b>Registration:</b>	N2184N
<b>Aircraft:</b>	Mooney M20S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane contacted a snow bank on the side of the runway during landing. The landing was being made on runway 04 (5,103 feet by 100 feet). The pilot reported the winds were from the northwest at 10 knots and that a "minimal" crosswind correction was required on final approach. He continued to report that just prior to touchdown while 2 feet above the runway "...a significant gust ballooned the aircraft 5-6 ft. above the runway where the aircraft stalled and began to settle abruptly with a nose high attitude." The pilot added power in an attempt to recover, however, the airplane traveled to the right side of the runway where it contacted a snow bank and spun around prior to coming to rest. The local weather observation, taken 5 minutes prior to the accident, reported winds from 270 degrees at 11 knots, gusting to 18 knots.

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## 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 of the airplane and the runway selected resulted in a tailwind condition. Factors associated with the accident were the gusty crosswind and the snow bank.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - TAILWIND
4. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

6. (F) TERRAIN CONDITION - SNOWBANK

## Factual Information

On January 1, 2001, at 1245 eastern standard time, a Mooney M20S, N2184N, operated by a private pilot collided with a snow bank while landing on runway 04 (5,103 feet by 100 feet) at the St. Clair County International Airport, Port Huron, Michigan. The pilot was not injured and the airplane was substantially damaged. The 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The flight originated from Detroit, Michigan, at 1200 eastern standard time.

The pilot reported he flew a practice ILS approach to runway 04. The approach was terminated in a go-around followed by VFR traffic pattern and full stop landing on runway 04. He reported the winds were out of the northwest at 10 knots. He then departed on runway 04 and made a left hand traffic pattern for another landing. The pilot reported, "Final approach required minimal crab to correct for crosswind and then mild slip to maintain the centerline." He reported that just prior to touchdown while 2 feet above the runway "...a significant gust ballooned the aircraft 5-6 ft. above the runway where the aircraft stalled and began to settle abruptly with a nose high attitude." He reported he applied power to recover, but could not gain enough airspeed. The airplane veered to the right and the right main landing gear contacted the snow on the side of the runway. According to the pilot, the airplane spun around clockwise into the snow where it came to rest.

The local weather observation, taken 5 minutes prior to the accident, reported winds from 270 degrees at 11 knots, gusting to 18 knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, 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>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<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>	04/05/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	10/02/2000
<b>Flight Time:</b>	168 hours (Total, all aircraft), 92 hours (Total, this make and model), 104 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N2184N
Model/Series:	M20S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	30-0039
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	06/06/2000, Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	100 Hours	Engines:	1 Reciprocating
Airframe Total Time:	160 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550-G6
Registered Owner:	Steven Plomaritis	Rated Power:	244 hp
Operator:	Steven Plomaritis	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PHN, 650 ft msl	Distance from Accident Site:	
Observation Time:	1240 EST	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	-6°C / -13°C
Precipitation and Obscuration:			
Departure Point:	DETROIT, MI (DET)	Type of Flight Plan Filed:	None
Destination:	Port Huron, MI (PHN)	Type of Clearance:	None
Departure Time:	1200 EST	Type of Airspace:	Class G

## Airport Information

Airport:	St. Clair County Int'l (PHN)	Runway Surface Type:	Asphalt
Airport Elevation:	650 ft	Runway Surface Condition:	Ice; Snow--dry
Runway Used:	04	IFR Approach:	Unknown
Runway Length/Width:	5103 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pamela S Sullivan	<b>Report Date:</b>	11/01/2001
<b>Additional Participating Persons:</b>	Jack Madden; FAA; Belleville, MI		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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.ntsbt.gov/pubdms/">http://dms.ntsbt.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](#).