

ACCESSION NUMBER : 63448  
 DATE OF OCCURRENCE : 8701  
 REPORTED BY : FLC; FLC; ;  
 PERSONS FUNCTIONS : FLC,FO; FLC,PIC.CAPT; TWR.LC;  
**FLIGHT** CONDITIONS : MXD  
 REFERENCE FACILITY ID : MKE  
 FACILITY STATE : WI  
 FACILITY TYPE : ARPT; TWR;  
 FACILITY IDENTIFIER : MKE; MKE;  
 AIRCRAFT TYPE : MLG;  
 ANOMALY DESCRIPTIONS : IN-FLT ENCOUNTER/WX; LOSS OF ACFT

**CONTROL; OTHER;**

ANOMALY DETECTOR : COCKPIT/FLC;  
 ANOMALY RESOLUTION : FLC REGAINED ACFT CONTROL; NOT

**RESOLVED/DETECTED AFTER-THE-FACT;**

ANOMALY CONSEQUENCES : ACFT DAMAGED;  
 SITUATION REPORT SUBJECTS : PROC OR POLICY/ATC FACILITY;

**NARRATIVE** : A NORMAL 40 FLAP APCH WAS PLANNED AND  
 ACCOMPLISHED. DURING THE APCH, WX WAS UPDATED TO 10 OVC 3 SF WIND  
 130/23 BRAKING ACTION WAS REPORTED AS FAIR, POOR AT THE DEP END.  
 WE BROKE OUT AT APPROX 1000 AGL WITH ABOUT 15 DEG LEFT CRAB LNDG  
 19R. ACFT FUSELAGE WAS ALIGNED WITH THE RWY CENTERLINE AT 300' AGL  
 AND AT 200' ACFT EXPERIENCED TURBULENT AIR. A NORMAL LNDG  
 FOLLOWED. THE CAPT WENT INTO REVERSE THRUST AT WHICH TIME THE ACFT  
 WEATHERVANED TO THE LEFT, HE IMMEDIATELY CAME OUT OF REVERSE.  
 HOWEVER DUE TO THE WEATHERVANE THE LEFT WING LIFTED. I IMMEDIATELY  
 NOTED THE APPLICATION OF ADDITIONAL RIGHT RUDDER WHICH WAS  
 BRINGING THE NOSE BACK TO THE CENTERLINE, HOWEVER AT THE SAME TIME  
 THE ACFT EXPERIENCED A GUST AND THE LEFT WING ROSE FURTHER. AGAIN  
 I CHECKED CONTROL INPUTS AND GOT ON THE YOKE WITH THE CAPT TO  
 INSURE FULL LEFT YOKE APPLICATION. THE CONTROL INPUTS AT THIS TIME  
 TOOK EFFECT AND THE LEFT WING SETTLED BACK DOWN. A NORMAL ROLLOUT  
 FOLLOWED. UPON TAXI BACK WE NOTED THE MIDFIELD 30 KT WINDSOCK WAS  
 FULLY EXTENDED. UPON MY POST-FLT INSPECTION OF THE ACFT I  
 DISCOVERED THAT THE RIGHT WING HAD CONTACTED THE RWY WHICH  
 RESULTED IN DAMAGE TO THE RETRACTABLE RIGHT WING LNDG LIGHT AND A  
 SCRAPE TO THE LEADING EDGE SLAT. IN CONCLUSION WE SUSPECT WE  
 EXPERIENCED MUCH HIGHER THAN REPORTED WINDS, 30 KTS STEADY STATE  
 WITH GUST PERHAPS UP TO 40 KTS. WX AT MKE WAS OBVIOUSLY IN A  
 DYNAMIC STATE CHANGING FREQUENTLY WITHIN A SHORT PERIOD OF TIME,  
 EVIDENCED BY THE DIFFERENCE BETWEEN ATIS AND TWR WX REPORTS. IT IS  
 ESSENTIAL THAT TWR PERSONNEL BE EXTRA VIGILANT DURING THESE TIMES  
 AND RELAY THE SAME TO ACFT UPON APCH. WX SHORTLY AFTER ARRIVAL  
 AGAIN WENT BACK DOWN, VISIBILITY PERHAPS 1/2 MILE.

**SYNOPSIS** : FLT LANDED IN VARIABLE WX AND SCRAPED  
 WING TIP ON ROLLOUT.

REFERENCE FACILITY ID : MKE  
 FACILITY STATE : WI  
 AGL ALTITUDE : 0.0