I departed KMLE and planned my first stop to be at KMBY. This stop was for refueling and use of the restroom. My estimated groundspeed was around 100 knots and my flight time was around 2 hours to arrive at KMBY. When I was about 20 miles away from the airport, I listened to the current weather being reported at the field and realized the wind was stronger than I had anticipated. My recollection is that they were reporting 24-28 knots winds and gusts and in a direction of 300. With one hour of fuel remaining, I did consider other airports as options; but I had limited equipment to find out if the other options would be any better and considering all things, I determined that KMBY was the best option. While the wind strength was stronger than I had anticipated, the crosswind component was only around 5 knots. These wind speeds, along with the crosswind component were within acceptable range.
On approach, I made a 45-degree entry to downwind for runway 31. There was one person making radio calls in the vicinity who was overflying the field. I did not hear or see any other traffic in the area. I Flew downwind, base and final. While on final I made note of any gusts or crosswind that would potentially put me on an un-stabilized approach or that would need control input to maintain coordinated flight while maintaining centerline during the landing phase. I aimed for the 1000-foot marker landed on the 1st quarter and was at taxi speed by the end of the 1000-foot marker due to the headwind. Because I did not hear or see any traffic in the area, and considering all things including the wind, I decided it would be the best decision to continue down the runway taxiing rather than turn around and clear at the taxi way which was about 300 ft behind me. The next taxi way was ¾ of the way down the runway so at least 3000 feet in front of me. I made a conscious effort to take extra caution during taxiing due to the wind as I would in any windy situation. I taxied at a slower pace with ailerons neutral and elevator slightly aft. While I did have a 5 knot left to right crosswind component, I decided that it would be safer to keep ailerons neutral rather than slightly left due to the headwind component. While well into my taxi, the right-hand wing, which would have been the downwind wing considering the cross wind, lifted abruptly and rapidly. I immediately attempted to correct with stick right. The plane continued to role to the left and then began to yaw left. When the plane did not respond to my control input and an additional input of right rudder to counter its yaw I briefly, added power in an attempt to get more airflow over the control surfaces to counteract the force. When this still did nothing, and I realized going into the ditch next to the runway was imminent, I retarded power and braced. From the time the wing lifted to the time the plane went down into the drainage ditch and flipped. If the aircraft would have veered at my touchdown point, I believe, the only damage would have been fabric on the left wing tip from the wing scrubbing the ground. Because of the drainage ditch being next to the runway the aircraft went down into it, nose planted and flipped over the spinner. I immediately evacuated the aircraft for fear of fire. There are two reasons why I did not use brakes. The aircraft is equipped with heel brakes and if I were to keep my heels on the brakes, I was unable to have full rudder authority. Considering the wind speeds and my taxi speed the wind was creating more than an adequate force to bring the aircraft to a stop. I also believed I had adequate yaw authority during taxi phase with rudder. I did not initially apply brakes when the wing lifted for two reasons: 1) when the wing did lift the right hand wheel was off the ground meaning that even if I would have applied brake equally the left wheel would have been the only wheel creating a braking action which would have created a yawing tendency to the left and 2) because the initial problem was the aircraft rolling left not yawing left. I had ample runway ahead of me to have an issue and then apply brakes. When the aircraft rolled it did begin to slightly veer off centerline, I began what was the most effective corrective action.

Signed:

Date: