



Aviation Investigation Final Report

Location:	Burlington, Wisconsin	Accident Number:	CEN21LA474
Date & Time:	September 16, 2021, 12:30 Local	Registration:	N1061Y
Aircraft:	Navion Navion H	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during his second attempt at practicing a crosswind landing, he encountered an increased crosswind, shear, and gust. To prevent the airplane from drifting off the side of the runway, he lowered the right wing into the wind when the airplane was about 4-5 ft. above the runway. The airplane then stalled and landed hard on the runway. The airplane sustained substantial damage to right wing. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. At the time of the accident, the pilot was taking off on runway 11 with wind 170° at 12 knots with gusts to 18 knots.

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 aircraft control during landing with a gusting crosswind that resulted in an aerodynamic stall and a hard impact on the runway.

Findings

Personnel issues	Lack of action - Flight crew
Aircraft	(general) - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control in flight (Defining event)
Landing	Attempted remediation/recovery
Landing	Aerodynamic stall/spin
Landing-flare/touchdown	Abnormal runway contact

The private pilot of the personal flight stated that during his second attempt at practicing a crosswind takeoff and landing, he encountered an increased crosswind/gust. To prevent the airplane from drifting off the side of the runway, he lowered the right wing into the wind when the airplane was about 4-5 ft. above the runway. The airplane then stalled and experienced a hard landing on the runway that resulted in substantial damage to right wing. The pilot stated there was no mechanical malfunction/failure of the airplane.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 19, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 28, 2021
Flight Time:	480 hours (Total, all aircraft), 11 hours (Total, this make and model), 392 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Navion	Registration:	N1061Y
Model/Series:	Navion H	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-2531
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	July 21, 2021 100 hour	Certified Max Gross Wt.:	3315 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2895.3 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-B
Registered Owner:	Pilot	Rated Power:	285 Horsepower
Operator:	Pilot	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BUU,780 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	27°C / 10°C
Precipitation and Obscuration:			
Departure Point:	Burlington, WI	Type of Flight Plan Filed:	None
Destination:	Burlington, WI	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Burlington Airport BUU	Runway Surface Type:	Asphalt
Airport Elevation:	780 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	4300 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.690717,-88.304682(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Brandon Molina; Federal Aviation Administration; Milwaukee FSDO; Milwaukee, WI
Original Publish Date:	May 4, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104163

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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](#).