



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Maybee, Michigan	<b>Accident Number:</b>	CEN10CA187
<b>Date &amp; Time:</b>	April 3, 2010, 13:15 Local	<b>Registration:</b>	N125AB
<b>Aircraft:</b>	Maule MXT-7-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was attempting to land on his private airstrip with high, gusting winds. A local weather station reported that the prevailing wind was out of the south-southwest at 27 knots, gusting to 38 knots. The pilot reported that he aligned with the runway 27 centerline and held a crab into the wind until the landing flare and touchdown. Upon touchdown, the airplane encountered a wind gust and the right wing impacted the ground. The airplane then nosed over and came to rest upside down on the grass runway. The right wing, engine firewall, and rudder were substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures that would have precluded normal operation of the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for gusting crosswinds resulting in the loss of directional control while landing.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	High wind - Effect on operation
<b>Environmental issues</b>	Gusts - Ability to respond/compensate

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Other weather encounter
<b>Landing-flare/touchdown</b>	Loss of control in flight (Defining event)
<b>Landing-flare/touchdown</b>	Dragged wing/rotor/float/other
<b>Landing-flare/touchdown</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59,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>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 14, 2009
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 15, 2008
<b>Flight Time:</b>	735 hours (Total, all aircraft), 662 hours (Total, this make and model), 735 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Maule	<b>Registration:</b>	N125AB
<b>Model/Series:</b>	MXT-7-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	14102C
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	August 21, 2009 Annual	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	822 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-C1F
<b>Registered Owner:</b>	Short Field Deliveries, LLC	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	Short Field Deliveries, LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KTTF, 616 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	13:16 Local	<b>Direction from Accident Site:</b>	110°
<b>Lowest Cloud Condition:</b>	Scattered / 10000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	27 knots / 38 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.64 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hillsdale, MI (PVT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Maybee, MI (PVT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Private Airstrip PVT	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	610 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1475 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	42.003887,-83.515556(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Fox, Andrew
<b>Additional Participating Persons:</b>	Matthew R Day; Federal Aviation Administration - Detroit FSDO; Belleville, MI
<b>Original Publish Date:</b>	August 12, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=75641">https://data.nts.gov/Docket?ProjectID=75641</a>

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