



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | Lakeland, FL | Accident Number: | MIA03CA086 |
| Date & Time: | 04/01/2003, 1000 EST | Registration: | N405BM |
| Aircraft: | Mathews Pegazai | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot stated he made a normal approach and landing to runway 9 right. During landing roll a gust of wind lifted the left wing. He did not respond quick enough and the right wing contacted the runway and the airplane nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain directional control and his inadequate compensation for wind.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Commercial | Age: | 72, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 02/20/2002 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 02/15/2002 |
| Flight Time: | 2000 hours (Total, all aircraft), 250 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Mathews | Registration: | N405BM |
| Model/Series: | Pegazai | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental | Serial Number: | 930655 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | 1500 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 250 Hours at time of accident | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | O-200-A |
| Registered Owner: | On file | Rated Power: | 100 hp |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------|--------------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | LAL, 142 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 0950 EST | Direction from Accident Site: | 360° |
| Lowest Cloud Condition: | Clear | Visibility | 20 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 360° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.47 inches Hg | Temperature/Dew Point: | 15°C / 0°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Cross City, FL (CTY) | Type of Flight Plan Filed: | None |
| Destination: | Lakeland, FL (LAL) | Type of Clearance: | VFR |
| Departure Time: | 0830 EST | Type of Airspace: | Class D |

Airport Information

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|----------------------|--------------------------------|---------------------------|-----------------|
| Airport: | LAKELAND LINDER REGIONAL (LAL) | Runway Surface Type: | Asphalt |
| Airport Elevation: | | Runway Surface Condition: | Dry |
| Runway Used: | 9R | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Traffic Pattern |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-----------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 27.988889, -82.018611 |

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | Jeffrey L Kennedy | Report Date: | 07/23/2003 |
| Additional Participating Persons: | Larry Enlow; FAA FSDO; Orlando, FL | | |
| Publish Date: | | | |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).