



National Transportation Safety Board Aviation Accident Data Summary

Location:	Middleton, WI	Accident Number:	GAA15CA033
Date & Time:	04/01/2015, 1520 CDT	Registration:	N777XX
Aircraft:	LANCAIR COMPANY LC 40 550FG	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During a cross-country flight the pilot said he listened to the automated weather report a few miles west of his destination and noted crosswinds at 17 knots, gusting to 20 knots. The pilot continued the approach to landing and reported the touchdown was "uneventful," but during the landing roll a gust of wind rotated the nose 90 degrees into the crosswind. Subsequently, the airplane departed the runway surface and impacted a ditch adjacent to the runway, causing the nose wheel to collapse. The pilot reported no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Examination of the airplane revealed substantial damage to the engine firewall.

Flight Events

- Landing-landing roll - Loss of control on ground
- Landing-landing roll - Runway excursion
- Landing-landing roll - Collision with terr/obj (non-CFIT)
- Landing-landing roll - Landing gear collapse

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during landing. Contributing to the accident was the pilot's inadequate compensation for the crosswind during landing.

Findings

- Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
- Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
- Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Response/compensation - F
- Environmental issues-Physical environment-Terrain-Sloped/uneven-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 229 hours (Total, all aircraft), 59 hours (Total, this make and model), 142 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	LANCAIR COMPANY	Registration:	N777XX
Model/Series:	LC 40 550FG 550FG	Engines:	1 Reciprocating
Operator:	AHMED AL-NIAIMI	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-550N2B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KMSN, 887 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	
Condition of Light:	Day	Wind Speed/Gusts, Direction:	17 knots/ 22 knots, 180°
Temperature:	23°C / 3°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PRAIRIE DU CHIEN, WI (PDC)	Destination:	Middleton, WI (C29)

Airport Information

Airport:	MIDDLETON MUNI - MOREY FIELD (C29)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Adopted Date:	06/09/2015
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90980		

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.