

Crew:

- Pilot in Command (PIC) and Pilot Flying (PF) Captain Bakr A. Tokar-Falatah
- Second in Command (SIC) and Pilot Monitoring (PM) William Kline

Origination KMRY

Destination KAEJ – Field Elevation 7950' MSL.

Weather at estimated time of arrival was Visual Meteorological Conditions (VMC), runways were dry and uncontaminated.

Filed Flight Plan was PXN OAL ILC J58 MLF J28 HBU calculated to take 1:58 with current winds aloft. Altitude was filed for FL390 Aircraft was Cleared as Filed by ATC

Weather @ 01:00Z Crew check AWOS at destination. AWOS reported winds as 290 @ 8 KTs / Gust to 12 Kts, AWOS Was re-checked prior to commencing the RNAV (GPS) Rwy 33 approach procedure, reporting winds from 300 degrees at seven (7) KTs."

Airport manager came on the radios with this wind report 280 @ 8Kts. gusting 19

Landing performance was calculated by entering current conditions into the Garmin G-3000 Garmin Control Unit (GCU). Results were consistent with those expected in current configuration.

- The Glidepath captured before the final approach fix (AKNAC).
- SIC was calling speeds for the PIC to touchdown, the last one of which was 115Knts immediately before touchdown. The touchdown was normal, but soon after we had a strong left yaw due to strong gusty wind from the left side.

Aircraft turn hard to the left and while trying to steer it back went sideways of the runway hit taxi sign and stopped nose to facing the runway, engines shutdown and check on SIC and myself.

We had two flights earlier that day and went through sever turbulences while descending to Vegas, flights were short and I did one and SIC one.

N118CX was assigned to us from the beginning of our rotation and aircraft was fine and flyable.

Been to KTEX airport twice on this jet and it was fine, I believe the wind start to gust strongly after we land. I could have delayed the flight to other day where wind conditions would be better even though Colorado mountains are always windy, could have someone else done it differently may be,


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