

March 1, 2024: Massey Airpark, N143CC

After dropping my banner from a flight originating from the beach, I circled around to land on runway 18 at Massey Airpark, Fl. The winds were reported at KEVB, gusting from the southeast at approximately 20 knots. At the time of the incident, they were reported gusting up to 28 knots. As I approached short final of runway 18, I began to initiate the correct wing-down technique for a crosswind landing. However, when I was approximately 20-30 feet above the runway, the control stick suddenly went slack and struck my left leg. Realizing that my aileron cable had snapped, I attempted to reset the stick and apply corrective inputs, only to find that I had lost aileron control. I was left with only rudder and elevator control.

As the plane rolled and bounced across the grass between the taxiway and runway, I faced the imminent danger of colliding with two aircraft on the taxiway, one of which was a fully fueled multiengine aircraft. With quick thinking, I utilized rudder inputs to maneuver the aircraft between the two planes, narrowly avoiding a collision by feet. Shortly after, I managed to gain altitude again as the aircraft lifted from the taxiway, traveling another 100-200 feet. However, the plane began to roll once more, and I attempted to execute a landing using elevator control and flare.

In a final attempt to minimize the impact, I aimed slightly left of the corner of a hangar, ensuring a distance of 5-8 feet, as it seemed to offer the best chance for survival. The aircraft collided with the hangar at an estimated speed of 50-60 mph. Fortunately, I was able to exit the aircraft without injury before medical services arrived at the scene.