

## Aircraft Details

**Use the query results with caution**

Over time registration numbers are assigned to different aircraft and diverse data stores with inconsistent data are being joined

[Back to Query Entry](#)

### N Number: 44UG

<b>Last Action Date</b>	2023-04-14		
<b>Airworthiness Date</b>	1991-06-11	<b>Expiration Date</b>	2028-01-31
<b>Manufacturer_Name</b>	MAULE	<b>Model Name</b>	MX-7-235
<b>Registrant Name</b>	YESCHEK WILLIAM ROSS	<b>Street</b>	2414 LONGTAIL BEACH LN
<b>Registrant City</b>	SUAMICO	<b>Registrant State</b>	WI
<b>Registrant Zip Code</b>	541738033	<b>Country</b>	UNITED STATES
<b>Region</b>	Great Lakes	<b>Registrant Type</b>	Individual
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2006-08-21
<b>Status</b>	N-Number Assigned and Registered		
<b>Serial Number</b>	10088C	<b>Aircraft Type</b>	Fixed wing single engine
<b>Mode S Code</b>	51245015	<b>Year Mfr</b>	1991
<b>Aircraft Category</b>	Land	<b>Builder Certification</b>	Type Certificated
<b>Number Engines</b>	1	<b>Number Seats</b>	5
<b>Aircraft Weight</b>	CLASS 1	<b>Aircraft Cruising Speed</b>	0
<b>Airworthiness Classification</b>	Standard	<b>Approved Operation Codes</b>	Normal
<b>Engine Manufacturer</b>	LYCOMING		
<b>Engine Model Name</b>	0-540 SERIES	<b>Engine Type</b>	Reciprocating
<b>Engine Horsepower/Thrust</b>	0	<b>Fuel Consumed</b>	0.00

#### ----- History 1 -----

<b>Last Action Date</b>	2020-09-01		
<b>Registrant Name</b>	YESCHEK WILLIAM ROSS	<b>Street</b>	2414 LONGTAIL BEACH LN
<b>Registrant City</b>	SUAMICO	<b>Registrant State</b>	WI

<b>Registrant Zip Code</b>	541738033	<b>Country</b>	UNITED STATES
<b>Region</b>	Great Lakes	<b>Registrant Type</b>	Individual
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2006-08-21
<b>Status</b>	N-Number Assigned and Registered		

----- History 2 -----

<b>Last Action Date</b>	2019-06-13		
<b>Registrant Name</b>	YESCHEK WILLIAM ROSS	<b>Street</b>	2414 LONGTAIL BEACH LN
<b>Registrant City</b>	SUAMICO	<b>Registrant State</b>	WI
<b>Registrant Zip Code</b>	541738033	<b>Country</b>	UNITED STATES
<b>Region</b>	Great Lakes	<b>Registrant Type</b>	Individual
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2006-08-21
<b>Status</b>	First Notice for Registration Renewal		

----- History 3 -----

<b>Last Action Date</b>	2017-09-07		
<b>Registrant Name</b>	YESCHEK WILLIAM ROSS	<b>Street</b>	9200 LA RIVIER CT
<b>Registrant City</b>	EDEN PRAIRIE	<b>Registrant State</b>	MN
<b>Registrant Zip Code</b>	553472545	<b>Country</b>	UNITED STATES
<b>Region</b>	Great Lakes	<b>Registrant Type</b>	Individual
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2006-08-21
<b>Status</b>	N-Number Assigned and Registered		

----- History 4 -----

<b>Last Action Date</b>	2014-08-11		
<b>Registrant Name</b>	YESCHEK WILLIAM ROSS	<b>Street</b>	9200 LA RIVIER CT
<b>Registrant City</b>	EDEN PRAIRIE	<b>Registrant State</b>	MN
<b>Registrant Zip Code</b>	553472545	<b>Country</b>	UNITED STATES
<b>Region</b>	Great Lakes	<b>Registrant Type</b>	Individual
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2006-08-21
<b>Status</b>	First Notice for Registration Renewal		

----- History 5 -----

<b>Last Action Date</b>	2012-01-10		
<b>Registrant Name</b>	YESCHEK WILLIAM ROSS	<b>Street</b>	9200 LA RIVIER CT

<b>Registrant City</b>	EDEN PRAIRIE	<b>Registrant State</b>	MN
<b>Registrant Zip Code</b>	553472545	<b>Country</b>	UNITED STATES
<b>Region</b>	Great Lakes	<b>Registrant Type</b>	Individual
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2006-08-21
<b>Status</b>	First Notice for Registration Renewal		

----- History 6 -----

<b>Last Action Date</b>	2009-08-18		
<b>Registrant Name</b>	YESCHEK WILLIAM ROSS	<b>Street</b>	9200 LA RIVIER CT
<b>Registrant City</b>	EDEN PRAIRIE	<b>Registrant State</b>	MN
<b>Registrant Zip Code</b>	55347-2545	<b>Country</b>	UNITED STATES
<b>Region</b>	Great Lakes	<b>Registrant Type</b>	Individual
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2006-08-21
<b>Status</b>	First Notice for Re- Registration/Renewal		

----- History 7 -----

<b>Last Action Date</b>	2006-08-21		
<b>Registrant Name</b>	YESCHEK WILLIAM ROSS	<b>Street</b>	9200 LA RIVIER CT
<b>Registrant City</b>	EDEN PRAIRIE	<b>Registrant State</b>	MN
<b>Registrant Zip Code</b>	55347-2545	<b>Country</b>	UNITED STATES
<b>Region</b>	Great Lakes	<b>Registrant Type</b>	Individual
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2006-08-21
<b>Status</b>	N-Number Assigned and Registered		

----- History 8 -----

<b>Last Action Date</b>	2004-11-15		
<b>Registrant Name</b>	FRONTIER MAULE ADVENTURES LLC	<b>Street</b>	11818 122ND ST NE
<b>Registrant City</b>	LAKE STEVENS	<b>Registrant State</b>	WA
<b>Registrant Zip Code</b>	98258-8358	<b>Country</b>	UNITED STATES
<b>Region</b>	Northwest Mountain	<b>Registrant Type</b>	Corporation
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2004-11-15
<b>Status</b>	N-Number Assigned and Registered		

----- History 9 -----

<b>Last Action Date</b>	2004-07-23		
<b>Registrant Name</b>	CROTTS AIRCRAFT SERVICE INC	<b>Street</b>	102 AIRPORT RD
<b>Registrant City</b>	DODGE CITY	<b>Registrant State</b>	KS
<b>Registrant Zip Code</b>	67801-9350	<b>Country</b>	UNITED STATES
<b>Region</b>	Central	<b>Registrant Type</b>	Corporation
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2004-07-23
<b>Status</b>	N-Number assigned		

----- History 10 -----

<b>Last Action Date</b>	2004-07-01		
<b>Registrant Name</b>	REGISTRATION PENDING	<b>Street</b>	102 AIRPORT RD
<b>Registrant City</b>	DODGE CITY	<b>Registrant State</b>	KS
<b>Registrant Zip Code</b>	67801-9350	<b>Country</b>	UNITED STATES
<b>Region</b>	Central	<b>Registrant Type</b>	Individual
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	
<b>Status</b>	Registration pending		

----- History 11 -----

<b>Last Action Date</b>	2003-10-30		
<b>Registrant Name</b>	COLORADO MAULEMEN LLC	<b>Street</b>	10156 COTTONCREEK DR
<b>Registrant City</b>	LITTLETON	<b>Registrant State</b>	CO
<b>Registrant Zip Code</b>	80130-3848	<b>Country</b>	UNITED STATES
<b>Region</b>	Northwest Mountain	<b>Registrant Type</b>	Corporation
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2003-10-30
<b>Status</b>	N-Number assigned		

----- History 12 -----

<b>Last Action Date</b>	2003-08-20		
<b>Registrant Name</b>	REGISTRATION PENDING	<b>Street</b>	10156 COTTONCREEK DR
<b>Registrant City</b>	LITTLETON	<b>Registrant State</b>	CO
<b>Registrant Zip Code</b>	80130-3848	<b>Country</b>	UNITED STATES
<b>Region</b>	Northwest Mountain	<b>Registrant Type</b>	Individual

**Fract Owner** **Certificate Issue Date**  
**Status** Registration pending

----- **History 13** -----

**Last Action Date** 2000-08-08  
**Registrant Name** WOELPPER **Street** 10156 S  
WILLIAM R COTTONCREEK  
DR  
**Registrant City** LITTLETON **Registrant State** CO  
**Registrant Zip Code** 80126 **Country** UNITED STATES  
**Region** Northwest Mountain **Registrant Type** Individual  
**Fract Owner** **Certificate Issue Date** 2000-08-08  
**Status** N-Number assigned

\*\*\*\*\* **No Deregistered Data Found** \*\*\*\*\*

\*\*\*\*\* **No Reserved Data Found** \*\*\*\*\*

----- **FAA Accident/Incident 1** -----

**Occurrence Date** 2003-04-13 **Aircraft Make** MAULE  
**Aircraft Model** MX7235 **Damage** SUBSTANTIAL  
**Document Last Modified** 2012-08-08  
**Narrative** (-23) PIC GROUND LOOPED HIS AIRCRAFT WHILE PRACTICING  
CROSSWIND LANDINGS IN A TAIL WHEEL AIRCRAFT. PILOT  
STATED HE WAS PRACTICING CROSSWIND LANDINGS, AND THE  
APPROACH AND LANDING WERE NORMAL UNTIL THE ROLLOUT  
AT WHICH POINT HE LOST CONTROL AND GROUND LOOPED THE  
AIRCRAFT. AN ANNUAL WAS PERFORMED ON THE AIRCRAFT ON  
13 SEP 2002. PILOT IS IN EUROPE ON BUSINESS, ^PRIVACY DATA  
OMITTED^

----- **NTBS Accident 1** -----

**Event Date** 2003-04-13 **Aircraft Make** Maule  
**Aircraft Model** MX-7-235 **Aircraft Serial Number** 10088C  
**Damage** SUBS  
**Probably Cause** the pilot's failure to maintain directional control of the aircraft during the  
landing roll out. Contributing factors were the unlocked tailwheel.  
**Preliminary Narrative** On April 13, 2003, approximately 1830 mountain daylight time, a Maule  
MX-7-235, N44UG, registered to and operated by the pilot, was substantially  
damaged when it collided with terrain during landing at Front Range Airport,  
Watkins, Colorado. The commercial pilot, the sole occupant aboard, was not

injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated at Everitt Airpark, Parker, Colorado, approximately 1800. According to the pilot's accident report, he wanted to practice crosswind landings. The wind was light at Everitt Airpark, but the AWOS at Front Range Airport reported the wind to be from 140 degrees at 13 knots. He decided to fly to Front Range for crosswind landing practice. The flight to Front Range Airport had been uneventful. He made a normal crosswind approach and landing on runway 17. The wind at Denver International Airport, located 10 miles to the northwest, was from 110 degrees at 12 knots. Upon touchdown, the pilot held full left aileron and full aft elevator and maintained directional control with the rudder. As the airplane rolled out, it began drifting to the right, so the pilot reduced right rudder input. The nose "swung left quickly" into the wind and the pilot applied full right rudder. The airplane ground looped to the left, tearing off the right main landing gear. The pilot said he suspected that the tail wheel was or had become unlocked. According to an FAA inspector, the right wing tip was scraped, the propeller was bent, and both wings were "rippled." The Wind Component chart was consulted. Using the pilot's wind estimated and the recorded wind at Denver International Airport, the computed crosswind component was approximately 7 knots and 10 knots, respectively. According to a Maule Aircraft Company spokesman, the maximum demonstrated crosswind component for the MX-7-235 is 14 knots.

## **Final Narrative**

The pilot wanted to practice crosswind landings. He made a normal crosswind approach and landing on runway 17. The wind at Denver International Airport, located 10 miles to the northwest, was from 110 degrees at 12 knots. Upon touchdown, the pilot held full left aileron and full aft elevator and maintained directional control with the rudder. As the airplane rolled out, it began drifting to the right, so the pilot reduced right rudder input. The nose "swung left quickly" into the wind and the pilot applied full right rudder. The airplane ground looped to the left causing substantial damage to the airplane's wings and propeller. The pilot said he suspected that the tail wheel was or had become unlocked. Using the pilot's wind estimate and the recorded wind at Denver International Airport, the computed crosswind component was approximately 7 and 10 knots, respectively. According to the Maule Aircraft Company, the maximum demonstrated crosswind component for the MX-7-235 is 14 knots.

**\*\*\*\*\* No NTBS Pre 1982 Accidents Found \*\*\*\*\***

**\*\*\*\*\* No SDR's Found \*\*\*\*\***