



Aviation Investigation Final Report

Location:	ULYSSES, Kansas	Accident Number:	CHI96LA123
Date & Time:	April 1, 1996, 08:30 Local	Registration:	N6237Q
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while taxiing before takeoff, the airplane encountered a strong gust of wind, causing it to slide sideways. He said that when the airplane reached the left side of the road, the wind 'got under the right wing and turned the plane over onto the top.' He was departing to the east from a two lane county road with loose gravel that ran east and west. The winds were reported to be 10 to 15 miles per hour from the south-southeast. The airplane came to rest in a ditch on the north side of the road.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot to maintain control of the airplane, while taxiing. Factors relating to the accident were: the high, gusty, crosswind condition; and loose gravel on the roadway.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY
5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

6. TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER
Phase of Operation: TAXI

Factual Information

On April 1, 1996, at 0830 central standard time, a Cessna 206, N6237Q, sustained substantial damage while taxiing on a gravel county road when a gust of wind flipped the airplane on its back. The private pilot was not injured. The 14 CFR 91 flight was departing a county road 12 miles east of Ulysses, Kansas, en route to Liberal, Kansas. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported that while taxiing just prior to takeoff roll, a very strong gust of wind struck the airplane, causing it to slide sideways. He reported that when the airplane reached the left side of the road, the wind "got under the right wing and turned the plane over onto the top."

The pilot reported that he was departing to the east from a two lane gravel county road that ran east to west. He reported that the winds were 10 to 15 miles per hour from the south, southeast.

The winds in Garden City, Kansas, 30 miles to the northeast were reported as 170 degrees with 22 mile per hour winds, gusting to 28. The pilot reported that the road had loose gravel. He reported that the airplane ended up in the ditch on the north side of the road.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 14, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	290 hours (Total, all aircraft), 178 hours (Total, this make and model), 261 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6237Q
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20602381
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	March 30, 1995 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4100 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-A
Registered Owner:	LARRY J. EGLEY	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GCK ,2890 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	08:50 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	22 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LIBERAL , KS (LBL)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.569255,-101.349433(est)

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	ERMIL DAVIS; WICHITA , KS
Original Publish Date:	May 29, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10221

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).