



# Aviation Investigation Final Report

<b>Location:</b>	DEADHORSE, Alaska	<b>Accident Number:</b>	ANC93LA063
<b>Date &amp; Time:</b>	May 17, 1993, 15:45 Local	<b>Registration:</b>	N734GW
<b>Aircraft:</b>	CESSNA 206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

UPON CLEARING THE RUNWAY ONTO THE MID-FIELD TAXIWAY AND TURNING CROSSWIND, THE AIRPLANE NOSED OVER AND CAME TO REST OFF THE SIDE OF THE TAXIWAY. JUST PRIOR TO LANDING THE PILOT WAS GIVEN THE WINDS AS 35 KTS GUSTING TO 43 KTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR JUDGMENT IN ATTEMPTING TO LAND UNDER THE EXISTING HIGH WIND CONDITION.

## Findings

Occurrence #1: NOSE OVER  
Phase of Operation: TAXI - FROM LANDING

- Findings
1. (C) WEATHER CONDITION - HIGH WIND
  2. (C) JUDGMENT - POOR - PILOT IN COMMAND

## Factual Information

On May 17, 1993, at 1545 Alaska daylight time, a wheel equipped Cessna 206 airplane, N734GW, registered to 40 Mile Air, Ltd. of Tok, Alaska, while taxiing from runway 04 after landing, nosed over and came to rest inverted off the mid-field taxiway at Deadhorse, Alaska. The positioning flight, operating under 14 CFR Part 91, last departed Lonely, Alaska, and the destination was Deadhorse. A visual flight rules flight plan was filed and the flight was operating on a Special VFR clearance. Instrument meteorological conditions prevailed for Class D airspace. The airplane was substantially damaged and the Pilot-in-Command, the sole occupant, was not injured.

According to the Deadhorse Flight Service Station, they had just taken a special weather observation for N734GW and the recorded winds were from 100 degrees magnetic at 30 knots, with gusts to 46 knots.

According to the Deadhorse Flight Service Station radio transmission transcripts, N734GW was given winds as "Zero Six Zero at three five gust four three", just prior to landing.

According to the Pilot-in-Command, as soon as he turned onto the mid-field taxiway and was subjected to a crosswind, the airplane nosed over.

Toxicological results were negative.

The Pilot-in-Command reported no mechanical problems with the airplane prior to the mishap.

## Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 18, 1992
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 16000 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N734GW
<b>Model/Series:</b>	206 206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20604832
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 9, 1993 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	60 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	40 MILE AIR, LTD	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	40 MILE AIR, LTD	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	FMAA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SCC ,57 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:45 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown / 500 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Broken / 500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	30 knots / 46 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	100°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	0°C / -2°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LONELY , AK (AK71)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	Special VFR
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	Airport advisory area

## Airport Information

<b>Airport:</b>	DEADHORSE SCC	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	57 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	4	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6499 ft / 100 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	70.429023,-149.29039(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	BRIAN STAURSETH; FAIRBANKS , AK
<b>Original Publish Date:</b>	September 15, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=2339">https://data.nts.gov/Docket?ProjectID=2339</a>

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