



Aviation Investigation Final Report

Location:	KANSAS CITY, Missouri	Accident Number:	MKC84LA162
Date & Time:	June 7, 1984, 18:10 Local	Registration:	N9967M
Aircraft:	CESSNA U206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

AS A LARGE JET WAS DEPARTING FROM THE THRESHOLD OF RWY 19, THE PLT OF A CESSNA 206, N9967M, WAS CLEARED ONTO THE RWY TO HOLD. REPORTEDLY, THE CESSNA PLT HELD SHORT OF THE RWY UNTIL THE JET HAD ROLLED ABOUT 1000 FT. AS THE CESSNA WAS TAXIED ONTO THE RWY, IT WAS BLOWN AROUND & SUBSEQUENTLY NOSED OVER. THE PLT WAS LISTENING TO THE ATIS WHEN HE HEARD THAT THE WINDS WERE FROM 190 DEG AT 29 GUSTING 40 KTS. HE HAD NOT RECEIVED A PREFLT WX BRIEFING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH WIND
4. (F) WEATHER CONDITION - CROSSWIND
5. (F) WEATHER CONDITION - GUSTS
6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAXI - TO TAKEOFF

Factual Information

Pilot Information

Certificate:	Commercial	Age:	23, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 17, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	650 hours (Total, all aircraft), 51 hours (Total, this make and model), 539 hours (Pilot In Command, all aircraft), 139 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9967M
Model/Series:	U206G U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20604617
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	June 5, 1984 AAIP	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3485 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	CAPITOL AIR SERVICE INC.	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	CPAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MCI ,1025 ft msl	Distance from Accident Site:	
Observation Time:	18:09 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	22 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	MANHATTAN , KS (MHK)	Type of Clearance:	VFR
Departure Time:	18:10 Local	Type of Airspace:	Class D

Airport Information

Airport:	KANSAS CITY INT'L MCI	Runway Surface Type:	Asphalt
Airport Elevation:	1025 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	10801 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	39.270301,-94.730575(est)

Administrative Information

Investigator In Charge (IIC): Thorpe, Clint

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33699>

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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](#).