



Aviation Investigation Final Report

Location:	FRIDAY HARBOR, Washington	Accident Number:	SEA93LA081
Date & Time:	March 22, 1993, 07:50 Local	Registration:	N8768Q
Aircraft:	CESSNA U206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

THE PILOT WAS TAXIING TO THE TERMINAL IN STRONG TAILWIND CONDITIONS AND BEGAN A TURN INTO THE WIND WITHOUT PROPER MOVEMENT OF THE FLIGHT CONTROLS. A GUST OF WIND LIFTED THE TAIL, AND THE ACFT NOSED OVER ON THE RAMP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER USE OF FLIGHT CONTROLS BY THE PILOT IN COMMAND. FACTORS RELATING TO THE ACCIDENT WERE THE STRONG, TAILWIND WEATHER CONDITIONS.

Findings

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

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND

Occurrence #2: NOSE OVER
Phase of Operation: TAXI - FROM LANDING

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	25, Male
Airplane Rating(s):	Single-engine land; Multi-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--w/ waivers/lim	Last FAA Medical Exam:	February 24, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1654 hours (Total, all aircraft), 287 hours (Total, this make and model), 1558 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8768Q
Model/Series:	U206F U206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20603521
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	March 17, 1993 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	17 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5866 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F
Registered Owner:	BURTON, JAMES R.	Rated Power:	300 Horsepower
Operator:	WEST ISLE AIR	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:		Operator Designator Code:	HUFA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	24 knots / 31 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	EASTSOUND , WA (ORS)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	FRIDAY HARBOR FHR	Runway Surface Type:	Asphalt
Airport Elevation:	110 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3400 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	48.529155,-123.059791(est)

Administrative Information

Investigator In Charge (IIC):	Mangum, Prentiss
Additional Participating Persons:	HAROLD HUTCHINS; RENTON , WA
Original Publish Date:	October 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=43002

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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](#).