



Aviation Investigation Final Report

Location:	Midlothian, Texas	Accident Number:	FTW02LA015
Date & Time:	October 15, 2001, 16:20 Local	Registration:	N5206U
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial pilot reported that as he was exiting the runway after landing rollout, he experienced a sudden gust of wind. Subsequently, the right wing "lifted" and the left wing impacted an embankment. The pilot reported that at the time of the accident, winds were from 270 degrees at 9 knots, gusting to 15 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain control of the aircraft while taxiing from a landing. A contributing factor was the gusty wind conditions.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
 2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - FROM LANDING

Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

On October 15, 2001, at 1620 central daylight time, a Cessna 206 single-engine airplane, N5206U, was substantially damaged after impacting an embankment during taxi at the Eagles Nest Airport, Midlothian, Texas. The commercial pilot, who was the owner and operator of the aircraft, received minor injuries, and the one passenger sustained serious injuries. Visual meteorological conditions prevailed and an Instrument Flight Rules flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The flight originated from Paris, Texas, at 1600, and was destined for Midlothian.

In a telephone interview with the NTSB investigator-in-charge, the pilot reported that as he was exiting runway 17 after landing rollout, he experienced a sudden gust of wind. Subsequently, the right wing "lifted" and the left wing impacted an embankment, resulting in the nose landing gear being sheared off, the propeller being bent, and approximately 3 feet of the outboard section of the left wing being damaged.

On the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the pilot reported that prior to departing Paris, Texas, he obtained the automated weather from the Redbird Airport which is located approximately 16 miles north of the destination/accident airport. Conditions were reported as sky clear, and wind from 270 degrees at 9 knots. The pilot further stated that at the time of the accident the wind was from 270 degrees at 9 knots, gusting to 15 knots. He added that a cold front was approaching and the wind was "not steady."

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 11, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 18, 1999
Flight Time:	4937 hours (Total, all aircraft), 1300 hours (Total, this make and model), 4937 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5206U
Model/Series:	206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	206-0206
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	July 2, 2001 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	45 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3650 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520A
Registered Owner:	Thomas L. Porter	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None

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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Paris, TX (PRX)	Type of Flight Plan Filed:	IFR
Destination:	Midlothian, TX (2TS6)	Type of Clearance:	IFR
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Midlothian 2TS6	Runway Surface Type:	Concrete
Airport Elevation:	660 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3800 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	32.5125,-96.926666

Administrative Information

Investigator In Charge (IIC):	Little, Thomas
Additional Participating Persons:	William L Kelley; FAA FSDO; Dallas, TX
Original Publish Date:	February 20, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53621

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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](#).