



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CODY, WY	<b>Accident Number:</b>	DEN99LA036
<b>Date &amp; Time:</b>	02/02/1999, 1711 MST	<b>Registration:</b>	N980FE
<b>Aircraft:</b>	Cessna 208B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The pilot said that while he was taxiing out for takeoff on runway 22, he was monitoring the airport's Automatic Weather Observation Station (AWOS), and winds were reported to be gusting 34 to 36 knots. While turning from northwest to northeast on the taxiways, the airplane's left wing lifted up and the airplane nosed down. The AWOS wind report approximately 3 minutes after the accident was 250 degrees at 27 knots, gusting to 43 knots. The manufacturer's Information Manual for this airplane states that the maximum demonstrated crosswind velocity is 20 knots (not a limitation).

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's inability to maintain aircraft control due to unfavorable winds conditions.

## Findings

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Occurrence #1: NOSE DOWN  
Phase of Operation: TAXI - TO TAKEOFF

### Findings

1. (C) WEATHER CONDITION - UNFAVORABLE WIND
2. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

## Factual Information

On February 2, 1999, at 1711 mountain standard time, a Cessna 208B, N980FE, was substantially damaged when the airplane nosed down during taxi for takeoff at Yellowstone Regional Airport, Cody, Wyoming. The airline transport rated pilot, the sole occupant in the airplane, was not injured. The airplane was being operated by Corporate Air of Billings, Montana, dba Federal Express Corporation under Title 14 CFR Part 135. Visual meteorological conditions prevailed for the cross-country cargo flight which was taxiing for departure at the time of the accident. A company VFR flight plan had been filed with the destination of Riverton, Wyoming.

FAA records indicated that the pilot got a weather briefing at 1521, and the winds were 250 degrees at 21 knots, gusting to 38 knots. The pilot reported that taxied out for a departure on runway 22 at approximately 1708. The pilot said that as he was taxiing out, he was monitoring the airport's Automatic Weather Observation Station (AWOS), and it was reporting the maximum wind velocity of 34 to 36 knots. The pilot reported that as he turned the airplane from northwest to northeast, the wind lifted the airplane's left wing. The airplane nosed down with its left main landing gear off the ground and the engine's propeller in the ground. The right wing spar was bent.

The AWOS wind report at 1714 (approximately 3 minutes after the accident), was 250 degrees, at 27 knots gusting to 43 knots. The manufacturer's Information Manual for this airplane states that the maximum demonstrated crosswind velocity is 20 knots (not a limitation).

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/07/1998
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	3585 hours (Total, all aircraft), 730 hours (Total, this make and model), 2730 hours (Pilot In Command, all aircraft), 211 hours (Last 90 days, all aircraft), 68 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N980FE
Model/Series:	208B 208B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	208B0108
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	8750 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-114A
Registered Owner:	FEDERAL EXPRESS CORPORATION	Rated Power:	675 hp
Operator:	CORPORATE AIR	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	HSYA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	COD, 5098 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1714 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	27 knots / 43 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -12°C
Precipitation and Obscuration:			
Departure Point:	(COD)	Type of Flight Plan Filed:	Company VFR
Destination:	RIVERTON, WY (RIW)	Type of Clearance:	VFR
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	YELLOWSTONE REGIONAL (COD)	Runway Surface Type:	Asphalt
Airport Elevation:	5098 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	8276 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JAMES F STRUHSAKER	<b>Report Date:</b>	04/18/2001
<b>Additional Participating Persons:</b>	MIKE MAGLIONE; CASPER, WY		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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