



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N980FE
<b>Model/Series:</b>	208B 208B	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	CORPORATE AIR	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	PT6A-114A
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	COD, 5098 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	27 knots / 43 knots, 250°
<b>Temperature:</b>	1° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(COD)	<b>Destination:</b>	RIVERTON, WY (RIW)

## Airport Information

<b>Airport:</b>	YELLOWSTONE REGIONAL (COD)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	22	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	8276 ft / 100 ft		

## 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

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JAMES F STRUHSAKER	<b>Adopted Date:</b>	04/18/2001
<b>Investigation Docket:</b>	NTSB accident and incident docket 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:pubinq@ntsb.gov">pubinq@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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