



National Transportation Safety Board Aviation Accident Final Report

Location:	ANACORTES, WA	Accident Number:	SEA91LA052
Date & Time:	02/01/1991, 1715 PST	Registration:	N96378
Aircraft:	CESSNA 182Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

AFTER LANDING WITHOUT INCIDENT WITH 35 TO 40 KNOT WINDS, THE AIRPLANE WAS BEING TAXIED TO THE PARKING RAMP, WHEN A GUST OF WIND FROM THE REAR RAISED THE TAIL OF THE AIRPLANE. THE PROPELLER AND LEFT WING TIP CONTACTED THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IMPROPER PLANNING/DECISIONS. THE HIGH WIND WAS A FACTOR.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAXI

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/26/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9007 hours (Total, all aircraft), 400 hours (Total, this make and model), 8215 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N96378
Model/Series:	182Q 182Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	18266702
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	AIR SAN JUAN	Rated Power:	230 hp
Operator:	AIR SAN JUAN	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	35 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	FRIDAY HARBOR, WA (FHR)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1700 PST	Type of Airspace:	

Airport Information

Airport:	ANACORTES (745)	Runway Surface Type:	Asphalt
Airport Elevation:	241 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3015 ft / 60 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Debra J Eckrote	Report Date:	03/31/1993
Additional Participating Persons:	BOB NORTON; RENTON, WA		
Publish Date:			
Investigation Docket:	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).