



# AIRCRAFT ACCIDENT REPORT

**No. 92-016**

**Cessna U206G**

**ZK-EJE**

**Wellington International Airport**

**9 August 1992**

**Transport Accident Investigation Commission  
Wellington - New Zealand**

**TRANSPORT ACCIDENT INVESTIGATION COMMISSION**

**AIRCRAFT ACCIDENT REPORT NO. 92-016**

<b>Aircraft Type, Serial Number and Registration:</b>	Cessna U206G, U206-03926, ZK-EJE
<b>Number and Type of Engines:</b>	1 Continental IO-520F
<b>Year of Manufacture:</b>	1977
<b>Date and Time:</b>	9 August 1992, 0957 hours NZST
<b>Location:</b>	Wellington Airport Latitude: 41°20'S Longitude: 174°48'E
<b>Type of Flight:</b>	Air Transport — Scheduled Passenger Service
<b>Persons on Board:</b>	Crew: 1      Passengers: 1
<b>Injuries:</b>	Crew: 1 Nil    Passengers: 1 Nil
<b>Nature of Damage:</b>	Substantial
<b>Pilot in Command's Licence:</b>	Commercial Pilot Licence (Aeroplane)
<b>Pilot in Command's Age:</b>	52
<b>Pilot in Command's Total Flying Experience:</b>	11250 approx 200 on type
<b>Information Sources:</b>	Transport Accident Investigation Commission field investigation
<b>Investigator in Charge:</b>	Mr A J Buckingham

## 1. NARRATIVE

1.1 ZK-EJE was operated by Sounds Air Ltd, and had just completed a scheduled flight with one passenger from Koromiko Aerodrome to Wellington. Whilst taxiing from the runway to the terminal, the aircraft was blown over by a strong wind gust.

1.2 The pilot was aware before departure of strong winds in the Cook Strait area, but believed that these would decrease during the day. The most recent aerodrome forecast which would have been available to the pilot before departure, was issued at 0530 hours NZST, valid from 0500 to 1900 hours. The surface wind forecast for Wellington was 320° true, 30 knots gusting to 40 knots. A gradual change was expected over the period 1200 to 1600 hours, to 340° true at 18 knots. During the period 1400 to 1900 hours, a temporary (i.e. lasting less than one hour) change to 290° at 20 knots was forecast. The forecast wind at 2000 feet was 340° at 55 knots, with a gradual change expected over the period 1200 to 1800 hours, to 330° at 20 knots.

1.3 A later forecast, issued at 0933 hours and valid from 0900 hours to midnight, gave the surface wind as 350°, 30 knots, gusting 50. However, this information would not be passed to the pilot once he was en route, unless he had specifically requested it. During the flight, once he had climbed to a suitable altitude, the pilot was able to receive the Wellington ATIS (automatic terminal information service) broadcast from Wellington Tower. The ATIS, which is updated when conditions change beyond specified parameters, indicated that the surface wind was 320° magnetic, 25 to 35 knots, gusting 45 with isolated gusts to 50.

1.4 The pilot continued with the flight in the belief that the wind would have abated somewhat by the time he landed at Wellington. This belief was reinforced by the landing reports which were transmitted to aircraft ahead of him, and to himself on final approach. The last wind report he received before landing was 320° magnetic at 26 knots, with recent gusts to 35. He believed this to be well within both his and the aircraft's capabilities.

1.5 ZK-EJE landed without difficulty, and as it was completing its landing roll, taxiing assistance was discussed between the Watch Officer at the Rescue Fire Service station and a member of the Control Tower staff. Earlier in the day, other light aircraft had required assistance in taxiing to and from the runway.

1.6 The controller cleared ZK-EJE to taxi right, and in the same transmission, notified the surface wind as 320°, 26 knots. The controller asked the pilot: "Going to be all right taxiing in?" and the pilot replied: "We'll wait until the Saab goes past." Some 20 seconds later, the pilot said: "Echo Juliet Echo, .... it's dropped off a bit now, we'll just take the next one .... on the right."

1.7 The pilot taxied the aircraft clear of the runway without apparent difficulty, and continued towards the terminal building. While taxiing eastward on Taxiway "G", the aircraft was struck by a gust of wind, which was sufficiently strong to make the aircraft "skip" sideways. The aircraft then tipped forwards, pivoting about the propeller and the right wingtip, and came to rest inverted. Rescue Fire Services attended immediately, and found that the pilot and his passenger were uninjured and able to extricate themselves from the aircraft.

1.8 The aeroplane sustained substantial damage to the propeller, fin and rudder assembly, the rear fuselage and both wings. It was later moved by crane into the lee of one of the nearby maintenance hangars for dismantling.

1.9 At the time of the mishap, the surface wind (as advised by the Aerodrome Controller to another aircraft on final approach) was 320° magnetic, 26 knots gusting 40 knots. The Meteorological Service anemograph showed a gust reaching 42 knots about the same time.

1.10 The Company Operations Manual specifies wind limits for the operation of its aircraft at Wellington International Airport. These are maximum values and include gusts within the last ten minutes. For the Cessna 206, these are: maximum all-up weight — 40 knots; half load — 30 knots.

## 2. FINDINGS

2.1 The pilot was appropriately licensed and rated for the flight.

2.2 The pilot was aware of the conditions, but believed the wind would abate by the time he landed.

2.3 What was intended as an offer of assistance with taxiing was not clearly expressed as such and was misinterpreted by the pilot.

2.4 The aircraft had safely taxied part way to the terminal when it was overturned by a strong gust.

2.5 The light all-up weight of the aircraft probably increased the aircraft's susceptibility to the conditions.

2.6 The surface wind strength values passed to the pilot before landing exceeded the limits specified in the Company Operations Manual.

11 February 1993

M F DUNPHY  
Chief Commissioner