		NTSB ID: SEA00LA094B		Aircraft Registration Number: N60825	
		Occurrence Date: 05/24/2000		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
<b>Location/Time</b>					
Nearest City/Place SEATTLE		State WA	Zip Code 98108	Local Time 1740	Time Zone PDT
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
<b>Aircraft Information Summary</b>					
Aircraft Manufacturer Cessna		Model/Series 150J		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
<b>Narrative</b>					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On May 24, 2000, approximately 1740 Pacific daylight time, a Cessna 150, N60825, was blown up onto its nose and wingtip while awaiting takeoff clearance for runway 31R at Boeing Field/King County International Airport, Seattle, Washington, for a 14 CFR 91 flight to Friday Harbor, Washington. The Cessna 150 sustained substantial damage in the occurrence, but the private pilot-in-command of the Cessna was not injured. The Cessna pilot reported that his aircraft was upset by jet blast from an Airborne Express Boeing 767 (B-767), N767AX, operating as Airborne Express flight 1414 on a 14 CFR 121 non-scheduled domestic cargo flight from Wilmington, Ohio. At the time the Cessna was upset, the B-767, which had just landed at Boeing Field, was executing a left turn into the Airborne Express ramp adjacent to the Cessna, which was in the runway 31R runup area at taxiway A8.</p> <p>There were no injuries to the airline transport pilot-in-command, first officer, or a jumpseat rider aboard the B-767, and no damage to the B-767 in the accident. Also, no other damage to any other property nor injuries to other persons were reported. Visual meteorological conditions, with winds from 300 degrees true at 6 knots, were reported at Boeing Field at 1753. The B-767 was on an instrument flight rules (IFR) flight plan, and the Cessna was not on a flight plan.</p> <p>The Cessna pilot indicated that at the time of the occurrence, his airplane was in the south portion of the runup area, headed generally north. He stated that he had just completed his runup and switched to the tower frequency, and that another aircraft in the runup area moved out of the runup area and onto runway 31R for departure just ahead of him. The Cessna pilot stated that as the B-767 approached his aircraft, there was "lots of vertical clearance" from the B-767's wingtip to his aircraft, although the lateral clearance from the B-767's wingtip to his aircraft "appeared very close." He reported that as the B-767 reached a position abreast of him, it turned away from him. The Cessna pilot reported:</p> <p>When my position was relative aft of the B767 the jet blast raised my right wing rolling the aircraft left and forward onto the left wing tip and propeller....The plane continued a left roll to what felt like a high angle of rotation on the left wingtip-prop axis....[Then] the turn of the B767 relieved the blast pressure, and my aircraft came back down on her gear.</p> <p>Statements from the B-767 flight crew (provided by Airborne Express) indicated that after exiting runway 31L to the right at taxiway A4 in accordance with the tower's instructions, as the aircraft taxied southeast-bound on taxiway A (which parallels the two parallel runways on the east side of the airport), the flight crew noted two aircraft in the runway 31R runup area. The crew reported that the captain taxied slightly left to ensure adequate clearance with these two aircraft, then, after passing the aircraft, the captain returned to the taxiway centerline. The B-767 captain reported that when he started the turn into the parking area, the B-767's ground speed was 3 knots, "with enough power to maintain forward progress for [an] approximately 130 [degree] left turn." The crew reported there was limited room in the parking area, with an Airborne Express DC-8 aircraft parked in the area and "several ramp loaders and other ground equipment" between the</p>					
FACTUAL REPORT - AVIATION					
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National Transportation Safety Board

## FACTUAL REPORT

AVIATION

NTSB ID: SEA00LA094B


Occurrence Date: 05/24/2000


Occurrence Type: Accident

## Narrative (Continued)

B-767's parking spot and the parked DC-8. The B-767 flight crew reported they were unaware of the occurrence with the Cessna until maintenance personnel informed them after engine shutdown.

The Cessna pilot and (in a written statement to the FAA) the individual who marshaled the B-767 into its parking spot both stated that to avoid a jet blast incident, the B-767 captain had the option to stop his aircraft on the taxiway and hold short of the runup area until it was clear. Alternatively, the Cessna pilot suggested, large aircraft taxiing to parking areas in the vicinity of runup areas could be directed by ATC ground control to taxi down parallel taxiway B (to the west of the runways) to parking. This taxi route is free of potential jet blast conflicts with the taxiway A8 runup area for runway 31R but requires a crossing back across the primary instrument runway, 13R/31L.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: SEA00LA094B				
		Occurrence Date: 05/24/2000				
		Occurrence Type: Accident				
<b>Landing Facility/Approach Information</b>						
Airport Name KING CO INTL/BOEING FIELD		Airport ID: BFI	Airport Elevation 18 Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach:						
VFR Approach/Landing:						
<b>Aircraft Information</b>						
Aircraft Manufacturer Cessna		Model/Series 150J		Serial Number 15070603		
Airworthiness Certificate(s): Utility						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 2	Certified Max Gross Wt. 1600 LBS		Number of Engines: 1	
Engine Type: Reciprocating		Engine Manufacturer: Continental		Model/Series: O-200	Rated Power: 100 HP	
- Aircraft Inspection Information						
Type of Last Inspection Unknown		Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?		ELT Operated?		ELT Aided in Locating Accident Site?		
<b>Owner/Operator Information</b>						
Registered Aircraft Owner ROBERT A. SHEPP		Street Address 635 109TH AVE. S.E.				
		City BELLEVUE		State WA	Zip Code 98004	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City		State	Zip Code	
Operator Does Business As:				Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: SEA00LA094B
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**First Pilot Information**

Name On File	City On File	State On File	Date of Birth	Age 49
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Sex: M	Seat Occupied: Left	Principal Profession: Unknown	Certificate Number:
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Certificate(s): Private

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft?	Current Biennial Flight Review?
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Medical Cert.: Class 3	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 10/1999
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	362	351	362		21	1	4			
Pilot In Command(PIC)	309	298	309		16					
Instructor										
Last 90 Days	31	31	31		1		2			
Last 30 Days	16	16	16				2			
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: None

Departure Point Same as Accident/Incident Location	State	Airport Identifier BFI	Departure Time 0000	Time Zone
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Destination FRIDAY HARBOR	State WA	Airport Identifier FHR	
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Type of Clearance: None

Type of Airspace: Class D

**Weather Information**

Source of Briefing:  
No record of briefing

Method of Briefing:

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	Occurrence Type: Accident

**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
BFI	1753	PDT	18 Ft. MSL	0 NM	0 Deg. Mag.

Sky/Lowest Cloud Condition: Scattered 9000 Ft. AGL Condition of Light: Day

Lowest Ceiling: None 0 Ft. AGL Visibility: 10 SM Altimeter: 29.00 "Hg

Temperature: 19 °C Dew Point: 6 °C Wind Direction: 280 Density Altitude: Ft.

Wind Speed: 6 Gusts: Weather Conditions at Accident Site: Visual Conditions

Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Intensity of Precipitation: Unknown

Restrictions to Visibility: None

Type of Precipitation: None

**Accident Information**

Aircraft Damage: Substantial Aircraft Fire: None Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	1	1

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: SEA00LA094B

Occurrence Date: 05/24/2000

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

GREGG NESEMEIER

Additional Persons Participating in This Accident/Incident Investigation:

DON MICKNACK  
FAA FSDO  
RENTON, WA 98055