



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	JASPER, TX	<b>Accident Number:</b>	FTW96LA142
<b>Date &amp; Time:</b>	03/02/1996, 1715 CST	<b>Registration:</b>	N8642S
<b>Aircraft:</b>	Cessna 150F	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the pilot, she had just landed after a local flight with a passenger. While taxiing toward the terminal, a person, who was standing on the ramp, adjacent to the taxiway, approached the airplane from the left (pilot's) side. The pilot then stopped the airplane, idled the engine, and had a brief conversation with the person. During the conversation, the pilot agreed to embark the person after her current passenger exited the airplane, and take the person for a short flight. While conversing, the person was located aft of the left wing strut, and the pilot's door was open. Several spectators, who were observing the activity from the ramp area, reported that after the conversation with the pilot, the person turned to wave at them, and then walked into the propeller.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot to ensure that the other person (outside the airplane) remained clear of the operating propeller, and failure of the other person to maintain awareness of the hazardous condition. A factor relating to the accident was: the other person diverted his attention to spectators, who were standing nearby.

## Findings

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Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON  
Phase of Operation: STANDING - ENGINE(S) OPERATING

### Findings

1. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. (C) UNSAFE/HAZARDOUS CONDITION - DISREGARDED - OTHER PERSON
3. (F) DIVERTED ATTENTION - OTHER PERSON

## Factual Information

On March 2, 1996, at 1715 central standard time, a Cessna 150F, N8642S, registered to a private owner, and operated under Title 14 CFR Part 91, was standing with the engine operating, when a potential passenger outside the airplane contacted the propeller, at Jasper County Airport, Jasper, Texas. Visual meteorological conditions prevailed and no flight plan was filed. The rental airplane sustained minor damaged, and the private pilot-in- command and one passenger were not injured. The person who contacted the propeller sustained serious injuries. The personal flight was intended to embark the potential passenger, and fly in the local area.

According to the pilot, she had just landed after a local sight- seeing flight with a passenger. As she was taxiing toward the terminal, a person, who was standing on the ramp adjacent to the taxiway, approached the airplane from the left (pilot's) side. She then stopped the airplane, idled the engine, and had a brief conversation with the person who approached the airplane. During the conversation, the pilot agreed to embark the person after her current passenger got out of the airplane, and go for a short flight in the local area. During the conversation, the person was located aft of the left wing strut.

Several spectators, who were observing the activity from the ramp area, reported that, after the conversation with the pilot, the person turned to wave at them, and then walked into the propeller.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	18, Female
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/01/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	120 hours (Total, all aircraft), 40 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8642S
Model/Series:	150F 150F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61942
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/01/1995, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	70 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4640 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	KEVIN L. COTTLE	Rated Power:	100 hp
Operator:	KEVIN L. COTTLE	Operating Certificate(s) Held:	None
Operator Does Business As:	KC AERO	Operator Designator Code:	

## 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:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	31 °C
Precipitation and Obscuration:			
Departure Point:	(JAS)	Type of Flight Plan Filed:	None
Destination:	(JAS)	Type of Clearance:	
Departure Time:	1615 CST	Type of Airspace:	

## Airport Information

Airport:	BELL FIELD (JAS)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	1 Serious	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ALEXANDER LEMISHKO	<b>Report Date:</b>	05/17/1996
<b>Additional Participating Persons:</b>	THOMAS BASSE; HOUSTON, TX		
<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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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](#).