



National Transportation Safety Board Aviation Accident Final Report

Location:	ST. LOUIS, MO	Accident Number:	CHI91LA001
Date & Time:	10/01/1990, 1918 CDT	Registration:	N426AM
Aircraft:	BRITISH AEROSPACE BAE JETSTREAM 3201	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Serious, 4 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

AFTER CHOCKING THE NOSE WHEEL, THE NEWLY EMPLOYED COMPANY GROUND AGENT WENT UNDER THE WING, FROM BEHIND, TO THE FUSELAGE POD TO UNLOAD CARGO. WITNESSES SAID HE CAME FORWARD AND WAS STRUCK BY THE SPOOLING DOWN PROPELLER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: VISUAL OUTLOOK INADEQUATE BY THE GROUND PERSONNEL. CONTRIBUTING FACTORS WERE LACK OF TOTAL EXPERIENCE IN TYPE OF OPERATION AND A DUSK LIGHT CONDITION.

Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation: STANDING

Findings

1. (F) LIGHT CONDITION - DUSK
2. (C) VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - GROUND PERSONNEL

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	38, 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:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/30/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9500 hours (Total, all aircraft), 1000 hours (Total, this make and model), 180 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITISH AEROSPACE	Registration:	N426AM
Model/Series:	BAE JETSTREAM 3201 BAE JETSTR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	874
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	16204 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Not installed	Engine Model/Series:	DASH-12
Registered Owner:	AIR MIDWEST, INC.	Rated Power:	1020 hp
Operator:	AIR MIDWEST, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:	TRANSWORLD EXPRESS	Operator Designator Code:	AMWA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	STL, 605 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2000 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 13° C
Precipitation and Obscuration:			
Departure Point:	BLOOMINGTON, IL (IL42)	Type of Flight Plan Filed:	IFR
Destination:	(STL)	Type of Clearance:	IFR
Departure Time:	1830 CDT	Type of Airspace:	Class D

Airport Information

Airport:	LAMBERT (STL)	Runway Surface Type:	
Airport Elevation:	605 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JOHN R HRUBAN	Report Date:	11/09/1992
Additional Participating Persons:	JAMES K SIZER		
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](#).