



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	INDIANAPOLIS, IN	<b>Accident Number:</b>	CHI85FEX01
<b>Date &amp; Time:</b>	05/02/1985, 0249 EST	<b>Registration:</b>	N68103
<b>Aircraft:</b>	CESSNA 404	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE RIGHT PROP STRUCK A PERSON WHO WAS LOADING FREIGHT ONTO THE ACFT. THE PLT REPORTED THAT HE HAD STARTED THE RIGHT ENG TO BRING IT UP TO OPERATING TEMP TO DEFORST THE WINDSCREEN. HE STATED THE ENG HAD BEEN RUNNING FOR APRX 3 MINUTES WHEN HE FELT SOMETHING STRIKE THE ACFT. THE ACFT WAS CHOCKED AND THE BRAKES WERE SET WHEN THE ACCIDENT OCCURRED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - OTHER PERSON
2. (C) CLEARANCE - NOT MAINTAINED - OTHER PERSON

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/01/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4103 hours (Total, all aircraft), 498 hours (Total, this make and model), 3736 hours (Pilot In Command, all aircraft), 239 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N68103
<b>Model/Series:</b>	404 404	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4040854
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/01/1986, 100 Hour	<b>Certified Max Gross Wt.:</b>	8400 lbs
<b>Time Since Last Inspection:</b>	1283 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	GTSIO-520
<b>Registered Owner:</b>	NAPIER AIR SERVICE	<b>Rated Power:</b>	375 hp
<b>Operator:</b>	NAPIER AIR SERVICE	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	IND, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0250	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10° C / 9° C
Precipitation and Obscuration:			
Departure Point:	(IND)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	

## Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	UNKNOWN FRESEMAN	Report Date:	
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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> .		

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](#).