



National Transportation Safety Board Aviation Accident Final Report

Location:	HELENA, MT	Accident Number:	DEN84LA034
Date & Time:	12/01/1983, 2230 MST	Registration:	N4818D
Aircraft:	CESSNA 172N	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT PROPELLER STRUCK A PASSENGER WHO WAS ATTEMPTING TO SWEEP SNOW OFF THE ACFT. THE PLT'S AND PASSENGER'S VERSION OF MISHAP VARY. THE PLT STATED HE INSTRUCTED THE PASSENGER TO STAY AWAY FROM THE ACFT. THE PASSENGER STATED THE PLT TOLD HIM TO SWEEP THE SNOW OFF THE ACFT AND THAT THE NEXT THING HE REMEMBERS 'IS HOLDING MY ARM AFTER IT HAD BEEN HIT.'

Probable Cause and Findings

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

Findings

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

Findings

1. (C) PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/03/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	395 hours (Total, all aircraft), 170 hours (Total, this make and model), 281 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4818D
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17272367
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/04/1983, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	282 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1141 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	MARATHON AVIATION COMPANY	Rated Power:	160 hp
Operator:	MARATHON AVIATION COMPANY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	HLN, 3873 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2254 MST	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:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-16°C / -15°C
Precipitation and Obscuration:			
Departure Point:	BUTTE, MT (BTM)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	HELENA (HLN)	Runway Surface Type:	Asphalt
Airport Elevation:	3873 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
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):	ARNOLD W SCOTT	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 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](#).