



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Lakeland, FL	<b>Accident Number:</b>	MIA03LA089
<b>Date &amp; Time:</b>	04/01/2003, 1630 EST	<b>Registration:</b>	N2652W
<b>Aircraft:</b>	Mooney M20C	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated he landed on runway 9 left and taxied west on taxiway "D". As he approached the intersection of taxiway "D" and runway 5-23, he encountered a ground marshaller waving 2 orange wands. The ground marshaller was standing such that the left wingtip would clear him by 18 inches. The marshaller, who was facing east, began waving his wands and back stepping to the west. As the marshaller was positioned at the airplanes 10:30 position, he, the marshaller, turned 180 degrees toward the west and bent down from the waist. His back was toward the wing and his face was down toward the pavement. The marshaller continued walking toward the west and turned his head to face another marshaller. The pilot turned to face the direction the airplane was taxiing. He then heard a loud bang and the airplane rotated to the left about 15 degrees. He immediately countered with right rudder and turned left onto runway 5-23 and stopped. He looked back and saw the ground marshaller on the ground parallel to runway 5-23, with his head facing the approach end of runway 5. The ground marshaller stated N2652W approached the point he was working, runway 5-23 and taxiway "D". The sign on the airplane indicated the pilot was going to aircraft camping. He signaled him through the intersection, straight ahead. He had eye contact with the pilot and the pilot acknowledged his signal. The ground marshaller stated he turned 110-130 degrees to signal the motorcycle rider that the aircraft was going to aircraft camping. At this point, he was struck and became unconscious. A witness stated the airplane was moving at a normal taxi speed as it approached the intersection of runway 5-23 and taxiway "D". The ground marshaller made signal contact with the pilot and determined the pilot's destination. The marshaller made a 90-degree turn to tell the witness, who was on a motorcycle, where to lead the airplane. The ground marshaller's back was to the airplanes outboard left wing. As the airplane continued taxiing, the left wing struck the ground marshaller in the back, knocking him forward. The left wing then struck the ground marshaller in the back of the head, knocking him to the ground. Another witness stated the marshaller read the sign on the windshield on N2652W to verify the airplanes destination and then flagged the airplane on by. She heard the pilot give the engine excess throttle and then the airplane appeared to veer to the left. The marshaller had already begun to turn and walk away when the left wing of the airplane hit him on his right side from the back. He was sent tumbling across runway 5-23.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate visual lookout of the pilot and the ground marshaller resulting in the ground marshaller being struck by the wing of the taxiing airplane and receiving serious injury.

### Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI - FROM LANDING

#### Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL

## Factual Information

On April 1, 2003, about 1630 eastern standard time, a Mooney M20C, N2652W, registered to an individual, collided with a ground marshaller during taxi from landing at Lakeland Linder Regional Airport, Lakeland, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed and no flight plan was filed. The airplane received minor damage and the private-rated pilot was not injured. The ground marshaller received serious injury. The flight originated from Sarasota, Florida, the same day, about 1545.

The pilot stated he landed on runway 9 left and taxied west on taxiway "D". As he approached the intersection of taxiway "D" and runway 5-23, he encountered a ground marshaller waving 2 orange wands. The ground marshaller was standing such that the left wingtip would clear him by 18 inches. The marshaller, who was facing east, began waving his wands and back stepping to the west. As the marshaller was positioned at the airplane's 10:30 position, he, the marshaller, turned 180 degrees toward the west and bent down from the waist. His back was toward the wing and his face was down toward the pavement. The marshaller continued walking toward the west and turned his head to face another marshaller. The pilot turned to face the direction the airplane was taxiing. He then heard a loud bang and the airplane rotated to the left about 15 degrees. He immediately countered with right rudder and turned left onto runway 5-23 and stopped. He looked back and saw the ground marshaller on the ground parallel to runway 5-23, with his head facing the approach end of runway 5.

The ground marshaller stated N2652W approached the point he was working, runway 5-23 and taxiway "D". The sign on the airplane indicated the pilot was going to aircraft camping. He signaled him through the intersection, straight ahead. He had eye contact with the pilot and the pilot acknowledged his signal. The ground marshaller stated he turned 110-130 degrees to signal the motorcycle rider that the aircraft was going to aircraft camping. At this point, he was struck and became unconscious.

A witness stated the airplane was moving at a normal taxi speed as it approached the intersection of runway 5-23 and taxiway "D". The ground marshaller made signal contact with the pilot and determined the pilot's destination. The marshaller made a 90-degree turn to tell the witness, who was on a motorcycle, where to lead the airplane. The ground marshaller's back was to the airplane's outboard left wing. As the airplane continued taxiing, the left wing struck the ground marshaller in the back, knocking him forward. The left wing then struck the ground marshaller in the back of the head, knocking him to the ground.

Another witness stated the marshaller read the sign on the windshield on N2652W to verify the airplane's destination and then flagged the airplane on by. She heard the pilot give the engine excess throttle and then the airplane appeared to veer to the left. The marshaller had already begun to turn and walk away when the left wing of the airplane hit him on his right side from the back. He was sent tumbling across runway 5-23.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, Male
<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, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/22/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/20/2002
<b>Flight Time:</b>	1935 hours (Total, all aircraft), 1835 hours (Total, this make and model), 1759 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N2652W
<b>Model/Series:</b>	M20C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3308
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2575 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-AID
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAL, 142 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1650 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	25 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	21° C / 4° C
Precipitation and Obscuration:			
Departure Point:	Sarasota, FL (SRQ)	Type of Flight Plan Filed:	None
Destination:	Lakeland, FL (LAL)	Type of Clearance:	VFR
Departure Time:	1545 EST	Type of Airspace:	Class D

## Airport Information

Airport:	LAKELAND LINDER REGIONAL (LAL)	Runway Surface Type:	Asphalt
Airport Elevation:	142 ft	Runway Surface Condition:	Dry
Runway Used:	9L	IFR Approach:	None
Runway Length/Width:	8500 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

## 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:	27.988889, -82.018611

## Administrative Information

Investigator In Charge (IIC):	Jeffrey L Kennedy	Report Date:	08/26/2003
Additional Participating Persons:	Larry Enlow; FAA FSDO; Orlando, FL		
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> .		

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