



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	Ft. Lauderdale, FL	<b>Accident Number:</b>	ERA14LA111
<b>Date &amp; Time:</b>	02/02/2014, 2230 EST	<b>Registration:</b>	N979RF
<b>Aircraft:</b>	GATES LEARJET CORP. 35A	<b>Injuries:</b>	1 Serious, 4 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Air Medical (Medical Emergency)		

### Analysis

The pilot, copilot, and two additional crewmembers were preparing to depart on a night medical transport flight. The copilot was at the controls of the airplane while the pilot monitored the airplane's systems and prepared for takeoff. During the engine start, one of the two linemen providing ground services to the airplane departed the ramp area leaving one lineman alone, which the operator allowed for normal ground servicing operations. After completing the engine start, the copilot gave the disconnect ground power hand signal to the lineman. The lineman responded with the hold hand signal and then moved to the left and rear of the airplane to disconnect the ground power unit (GPU). The pilot stated that he monitored the airplane's voltmeter to verify that the GPU was disconnected by observing a drop in the voltage current. However, although the drop in voltage could confirm that the GPU was no longer supplying power, it could not confirm that the GPU cable was disconnected. The pilot then looked out the window and realized that the airplane was moving forward. The pilot took the controls, applied the brakes, and set the parking brake. The pilot did not have visual contact with the lineman, so he asked the two crewmembers seated in the cabin to locate him, and one of the crewmembers reported that she saw him standing next to the GPU. The pilot then began to taxi the airplane for departure within the nonmovement area of the ramp; the pilot did not realize that the GPU was still connected to the airplane. As the airplane turned right, the GPU was pulled onto its side, and it then fell onto the lineman's right leg, which resulted in a serious injury. The pilot stopped the airplane and shut down the engines without further incident. The pilot should have ensured that the GPU was disconnected from the airplane via hand signals from the lineman providing ground services before taxiing the airplane and his failure to do so resulted in the lineman's injury.

### Flight Events

Taxi - Ground handling event  
Taxi - Loss of visual reference

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to ensure that the ground power unit was disconnected from the airplane via hand signals from the lineman providing ground services before taxiing, which resulted in an injury to the lineman.

### Findings

Personnel issues-Psychological-Attention/monitoring-Monitoring other person-Pilot - C  
Personnel issues-Task performance-Communication (personnel)-Following instructions-Pilot - C

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	25
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	2167 hours (Total, all aircraft), 1543 hours (Total, this make and model), 607 hours (Pilot In Command, all aircraft), 139 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft)		

## Co-Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	1650 hours (Total, all aircraft), 64 hours (Total, this make and model), 1461 hours (Pilot In Command, all aircraft), 141 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	GATES LEARJET CORP.	<b>Registration:</b>	N979RF
<b>Model/Series:</b>	35A A	<b>Engines:</b>	1 Turbo Fan
<b>Operator:</b>	JEDAMI AIR LLC	<b>Engine Manufacturer:</b>	GARRETT
<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	TFE 731 2 2B
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled - Air Medical (Medical Emergency)		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	FLL, 9 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 4000 ft agl
<b>Condition of Light:</b>	Night/Dark	<b>Wind Speed/Gusts, Direction:</b>	10 knots, 110°
<b>Temperature:</b>	23°C / 22°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Ft. Lauderdale, FL (KFL)	<b>Destination:</b>	Grand Cayman, FN (MWCR)

## Airport Information

<b>Airport:</b>	Fort Lauderdale International (KFL)	<b>Runway Surface Type:</b>	N/A
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	4 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	1 Serious	<b>Aircraft Explosion:</b>	None

## Administrative Information

Investigator In Charge (IIC): Patrick M Murray

Adopted Date: 09/24/2014

Investigation Docket: <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88753>

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