



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---------------------------------------|-------------------------|-----------------|
| Location: | Middletown, OH | Accident Number: | CEN14LA272 |
| Date & Time: | 06/01/2014, 1400 EDT | Registration: | N223AL |
| Aircraft: | DEHAVILLAND DHC 6 200 | Aircraft Damage: | Minor |
| Defining Event: | AC/prop/rotor contact w person | Injuries: | 1 Fatal, 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Skydiving | | |

Analysis

The skydiving airplane was on a ramp with its engines operating while the pilot waited for passengers to board. The pilot asked an employee of the skydiving operator if he could order something to eat for lunch. The employee responded that she had time to come see the pilot at the airplane because she was expecting a small delay before the next flight. The pilot thought the delay was not long enough to justify shutting down the engines. The pilot observed the employee exit the manifest office and run toward the airplane. The skydiving operator typically flew single-engine airplanes with the propeller located in front of the cockpit; however, the accident airplane was a twin-engine airplane with its propellers located under each wing. The operator's employee subsequently walked into the operating propeller under the airplane's left wing, sustaining fatal injuries.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The skydiving operator employee's failure to see and avoid the rotating propeller blades when she walked toward the cockpit while the airplane's engines were running.

Findings

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| Personnel issues | Attention - Airport personnel (Cause) |
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Factual Information

On June 1, 2014, about 1400 eastern daylight time, a propeller from a DeHavilland DHC-6-200 airplane, N223AL, struck an employee from the skydiving operator as she walked toward the cockpit while the airplane was standing with the engines operating on a ramp at the Middletown Regional Airport/Hook Field (MWO), near Middletown, Ohio. The employee received fatal injuries. The airplane was registered to and operated by Win Win Aviation Inc. under the provisions of 14 Code of Federal Regulations Part 91 as a skydiving flight. Day visual flight rules conditions prevailed at the time of the accident and the flight was not operating on a flight plan. The local skydiving flight was standing on the MWO ramp while waiting for passengers to board when the accident occurred.

The local MWO skydiving operator, Start Skydiving LLC, contracted with the airplane operator, Win Win Aviation Inc., to supply the airplane and pilot to support skydiving operations at MWO. The skydiving operator operated single-engine airplanes with the propeller located in front of the cockpit; however, the contracted airplane was a twin-engine airplane with its propellers located under each wing.

According to the pilot's report, he asked a skydiving operator's employee if he could order something to eat for lunch as they had talked about earlier in the day. The employee responded that she had time to come see the pilot at the airplane because she was expecting a small delay before the next flight. The pilot thought the delay was not long enough to justify shutting down the engines.

The pilot observed the employee running with a piece of paper once she exited the manifest office, which was about 100 feet in front of the airplane. He reached between two seats to get a pen ready while the employee had to go around a fence to the loading area before entering the airplane parking area. The skydiving operator's employee subsequently walked into the operating propeller under the airplane's left wing.

History of Flight

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| Standing-engine(s) operating | AC/prop/rotor contact w person (Defining event) |
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Pilot Information

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|---------------------------|--|-----------------------------------|------------|
| Certificate: | Airline Transport | Age: | 25 |
| Airplane Rating(s): | Multi-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Without Waivers/Limitations | Last Medical Exam: | 10/29/2013 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | 02/12/2013 |
| Flight Time: | 2800 hours (Total, all aircraft), 1075 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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| Aircraft Manufacturer: | DEHAVILLAND | Registration: | N223AL |
| Model/Series: | DHC 6 200 200 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 223 |
| Landing Gear Type: | Tricycle | Seats: | |
| Date/Type of Last Inspection: | 05/30/2014, Continuous Airworthiness | Certified Max Gross Wt.: | 11953 lbs |
| Time Since Last Inspection: | | Engines: | 2 Turbo Prop |
| Airframe Total Time: | 35334 Hours | Engine Manufacturer: | P&W Canada |
| ELT: | Installed, not activated | Engine Model/Series: | PT6A-20 |
| Registered Owner: | WIN WIN AVIATION INC | Rated Power: | |
| Operator: | WIN WIN AVIATION INC | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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| Observation Facility, Elevation: | KMWO, 650 ft msl | Observation Time: | 1355 EDT |
| Distance from Accident Site: | 0 Nautical Miles | Condition of Light: | Day |
| Direction from Accident Site: | 131° | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | Clear | Temperature/Dew Point: | 28°C / 11°C |
| Lowest Ceiling: | None | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | 3 knots, 240° | Visibility (RVR): | |
| Altimeter Setting: | 30.14 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Middletown, OH (MWO) | Type of Flight Plan Filed: | None |
| Destination: | Middletown, OH (MWO) | Type of Clearance: | None |
| Departure Time: | EDT | Type of Airspace: | |

Airport Information

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| Airport: | MIDDLETOWN REGIONAL/HOOK FIELD (MWO) | Runway Surface Type: | N/A |
| Airport Elevation: | 650 ft | Runway Surface Condition: | Unknown |
| Runway Used: | N/A | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|-----------------|----------------------------|-------|
| Crew Injuries: | 1 None | Aircraft Damage: | Minor |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | 1 Fatal | Aircraft Explosion: | None |
| Total Injuries: | 1 Fatal, 1 None | | |

Administrative Information

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| Investigator In Charge (IIC): | Edward F Malinowski | Adopted Date: | 10/27/2014 |
| Additional Participating Persons: | Andrew C Porter; Federal Aviation Administration; Cincinnati, OH | | |
| Publish Date: | 10/27/2014 | | |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89347 | | |

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.

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