



Aviation Investigation Final Report

Location:	LAKEVILLE, Minnesota	Accident Number:	CHI87DER02
Date & Time:	January 31, 1987, 10:00 Local	Registration:	N714QW
Aircraft:	CESSNA 150M	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT & INSTRUCTOR (CFI) WERE PREFLIGHTING THE ACFT TO FLY ON A COLD MORNING. TO FACILITATE BETTER ENG STARTING, THE CFI ELECTED TO TURN THE PROP WHILE THE STUDENT 'PUSHED THE PRIMER IN.' HE TOLD THE STUDENT TO CHECK THAT THE MAG & MASTER SWS WERE OFF & THE STUDENT ACKNOWLEDGED. ON THE 2ND 'TURN THROUGH,' THE ENG STARTED & RAN APRX 5 SEC. THE CFI WAS INITIALLY CLR OF THE PROP, BUT AS HE WAS BACKING AWAY, HE SLIPPED ON INCE & HIS RGT LEG WENT IN THE PATH OF THE TURNING PROP. HE WAS HOSPITALIZED WITH A SEVERE LACERATION & THE PROP WAS SLIGHTLY BENT. AN INV REVEALED THE STUDENT WAS AT THE CONTROLS WITH THE KEYS REMOVED FROM THE MAG SW. A FURTHER EXAM REVEALED THE MAG CIRCUITRY WAS NORMAL, EXCEPT THE MAGNETO KEY COULD BE REMOVED WHILE THE MAG SW WAS IN THE 'LEFT' POSITION.

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 - PRE-FLIGHT

Findings

1. (C) IGNITION SYSTEM,IGNITION SWITCH - WORN

2. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
4. (F) TERRAIN CONDITION - ICY

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	29, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 4, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4052 hours (Total, all aircraft), 865 hours (Total, this make and model), 3836 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N714QW
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15079360
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 17, 1986 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3758 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	AIRLAKE AERO CLUB INC.	Rated Power:	100 Horsepower
Operator:	KENNETH FRIZZELL	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-4°C / -14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	AIRLAKE Y12	Runway Surface Type:	
Airport Elevation:	960 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	44.670578,-93.239112(est)

Administrative Information

Investigator In Charge (IIC): Vergenz, John

Additional Participating Persons: JOHN C VERGENZ; MINNEAPOLIS , MN

Original Publish Date: August 19, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13583>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).