



Aviation Investigation Final Report

Location:	ST. LOUIS, Missouri	Accident Number:	CHI91LA001
Date & Time:	October 1, 1990, 19:18 Local	Registration:	N426AM
Aircraft:	BRITISH AEROSPACE JETSTREAM 3201	BAE	Aircraft Damage: Minor
Defining Event:		Injuries:	1 Serious, 4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

AFTER CHOCKING THE NOSE WHEEL, THE NEWLY EMPLOYED COMPANY GROUND AGENT WENT UNDER THE WING, FROM BEHIND, TO THE FUSELAGE POD TO UNLOAD CARGO. WITNESSES SAID HE CAME FORWARD AND WAS STRUCK BY THE SPOOLING DOWN PROPELLER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: VISUAL OUTLOOK INADEQUATE BY THE GROUND PERSONNEL. CONTRIBUTING FACTORS WERE LACK OF TOTAL EXPERIENCE IN TYPE OF OPERATION AND A DUSK LIGHT CONDITION.

Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation: STANDING

Findings

1. (F) LIGHT CONDITION - DUSK
2. (C) VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - GROUND PERSONNEL

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	38, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 30, 1990
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9500 hours (Total, all aircraft), 1000 hours (Total, this make and model), 180 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITISH AEROSPACE	Registration:	N426AM
Model/Series:	BAE JETSTREAM 3201 BAE JETSTR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	874
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	16204 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Not installed	Engine Model/Series:	DASH-12
Registered Owner:	AIR MIDWEST, INC.	Rated Power:	1020 Horsepower
Operator:		Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	TRANSWORLD EXPRESS	Operator Designator Code:	AMWA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	STL ,605 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	20:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BLOOMINGTON , IL (IL42)	Type of Flight Plan Filed:	IFR
Destination:	(STL)	Type of Clearance:	IFR
Departure Time:	18:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	LAMBERT STL	Runway Surface Type:	
Airport Elevation:	605 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: JAMES K SIZER;

Original Publish Date: November 9, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=14933>

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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](#).