



Aviation Investigation Final Report

Location:	FARIBAULT, Minnesota	Accident Number:	CHI92LA217
Date & Time:	November 10, 1991, 16:00 Local	Registration:	N9296T
Aircraft:	PIPER PA-38-112	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED HE AND A FRIEND WERE PREPARING THE PILOT'S AIRPLANE FOR A LOCAL FLIGHT. THE AIRPLANE WAS DUG OUT OF A SNOW DRIFT. THE AIRPLANE'S BATTERY WAS TOO WEAK TO START THE ENGINE, AND THE PILOT ELECTED TO JUMP START THE AIRPLANE USING HIS CAR BATTERY. THE PILOT ENTERED THE COCKPIT TO START THE ENGINE AND THE (INTENDED) PASSENGER WAS SEATED IN THE AUTOMOBILE. ONCE THE AIRPLANE ENGINE WAS STARTED, THE PASSENGER EMERGED FROM THE CAR, AND WAS STRUCK IN THE LEFT ARM BY THE PROPELLER AS HE ATTEMPTED TO REMOVE THE BATTERY CABLES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER STARTING PROCEDURES AND THE PASSENGER'S INATTENTIVENESS. A RELATED FACTOR IS THE PILOT'S LACK OF SUPERVISION.

Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (C) STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

2. (C) INATTENTIVE - PASSENGER
3. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	20, Male
Airplane Rating(s):	Single-engine land; 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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 22, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	410 hours (Total, all aircraft), 225 hours (Total, this make and model), 410 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9296T
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	78A0335
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-235L2C
Registered Owner:	BARON, JAMES H.	Rated Power:	112 Horsepower
Operator:	BARON, JAMES H.	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	8 miles
Lowest Ceiling:	Overcast / 1200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(FBL)	Type of Flight Plan Filed:	None
Destination:	(FBL)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	FARIBAULT MUNICIPAL FBL	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	44.450489,-93.159477(est)

Administrative Information

Investigator In Charge (IIC):	La belle, James
Additional Participating Persons:	RICK SHERMAN; MINNEAPOLIS , MN
Original Publish Date:	April 23, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15502

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](#).