



Aviation Investigation Final Report

Location:	Tahlequah, Oklahoma	Accident Number:	CEN23LA186
Date & Time:	May 6, 2023, 14:00 Local	Registration:	N2294L
Aircraft:	Beech F33A	Aircraft Damage:	Minor
Defining Event:	AC/prop/rotor contact w person	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that after he started the airplane engine, he realized that the wheel chocks were still in place on the nose landing gear tire. He set the parking brake and exited the airplane with the engine still running. As the pilot removed the chocks, they inadvertently hit the propeller and pulled his arm into the propeller arc. The pilot sustained a serious injury to his right arm.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The airplane sustained minor damage to the propeller.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to remove the wheel chocks before engine start which resulted in the inadvertent contact with the propeller while the engine was running.

Findings

Personnel issues	Complacency - Pilot
Personnel issues	Unnecessary action - Pilot
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

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

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	None
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 1, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	22650 hours (Total, all aircraft), 1030 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N2294L
Model/Series:	F33A	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CE-676
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6435 Hrs at time of accident	Engine Manufacturer:	TCM
ELT:		Engine Model/Series:	IO-520BA
Registered Owner:	JC FLYING SERVICES INC	Rated Power:	285
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTQH,873 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	347°
Lowest Cloud Condition:	Scattered / 4300 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	31°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tahlequah, OK (TQH)	Type of Flight Plan Filed:	
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	TAHLEQUAH MUNI TQH	Runway Surface Type:	
Airport Elevation:	874 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	35.92677,-95.003359

Administrative Information

Investigator In Charge (IIC):	Brown, Zane
Additional Participating Persons:	David Robinson ; FAA; Oklahoma City, OK
Original Publish Date:	June 29, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=174540

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](#).