



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|------------|
| 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

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

Factual Information

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: | 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

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|--------------------------------------|------------------------------|---------------------------------------|-----------------|
| 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

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|---|----------------------------------|---|------------------|
| 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

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|-----------------------------|--------------------|----------------------------------|------|
| 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

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|----------------------------|-----------|-----------------------------|---------------------|
| 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

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| 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](#).