



Aviation Investigation Final Report

Location:	FRANKSTON, Texas	Accident Number:	FTW91LA163
Date & Time:	September 20, 1991, 10:30 Local	Registration:	N9908Y
Aircraft:	CHAMPION 7-GCB	Aircraft Damage:	None
Defining Event:		Injuries:	1 Fatal, 2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE INSTRUCTOR PILOT ASKED A FRIEND TO HELP PUSH THE FLOAT PLANE FROM THE SHORELINE BY THE RIGHT WING TIP. A STUDENT PILOT WAS ONBOARD THE AIRCRAFT AND THE ENGINE WAS OPERATING. THE GROUND PERSON FIRST PUSHED ON THE RIGHT STRUT THEN ON THE RIGHT FLOAT. THE INSTRUCTOR YELLED AT HIM NOT TO PUSH AT THOSE LOCATIONS. HE THEN SHUT THE ENGINE OFF, BUT BEFORE THE PROPELLER STOPPED, THE GROUND PERSON LIFTED HIS HEAD AND WAS STRUCK BY A BLADE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE GROUND PERSON DID NOT UNDERSTAND THE VERBAL INSTRUCTIONS.

Findings

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

Findings

1. (C) INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - OTHER PERSON

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	53, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 16, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	17500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N9908Y
Model/Series:	7-GCB 7-GCB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	122
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320
Registered Owner:	DANNY L. DUGGAN	Rated Power:	160 Horsepower
Operator:	DANNY L. DUGGAN	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:	20000 ft AGL	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		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:	2 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	1 Fatal	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 2 None	Latitude, Longitude:	32.050865,-95.500801(est)

Administrative Information

Investigator In Charge (IIC):	Wall, Ray
Additional Participating Persons:	EARL E HENRY; DALLAS , TX
Original Publish Date:	March 24, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=23399

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](#).