



Aviation Investigation Final Report

Location:	NUUULI,	Accident Number:	LAX91LA147
Date & Time:	March 22, 1991, 00:20 Local	Registration:	5WFAU
Aircraft:	de Havilland DHC6-300	Aircraft Damage:	None
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 129: Foreign		

Analysis

THE AIRCRAFT TAXIED TO THE GATE AFTER LANDING ON A DARK NIGHT. ALTHOUGH COMPANY INSTRUCTIONS PRESCRIBES THAT A GROUND GUIDE BE ASSIGNED TO DIRECT THE AIRCRAFT TO THE GATE NONE WERE PROVIDED. THE BAGGAGE HANDLERS AND SECURITY GUARD APPROACHED THE AIRCRAFT AS IT STOPPED AT THE GATE AND THE CREW SHUT DOWN THE ENGINES. DUE TO OPERATIONAL REQUIREMENTS THE AIRCRAFT WAS POSITIONED INTO THE WIND WHEN THE ENGINES WERE SHUT DOWN. THE ANGLE OF THE GATE LIGHTING PLACED THE LEFT SIDE OF THE AIRCRAFT AND THE LEFT SPINNING PROPELLER IN SHADOWS. AFTER THE ENGINES WERE SHUT DOWN THE CAPTAIN OPENED THE LEFT COCKPIT DOOR TO EGRESS THE AIRCRAFT AND SAW THE GUARD ON THE GROUND UNDER THE LEFT PROPELLER. THE GUARD HAD BEEN FATALLY INJURED BY THE SPINNING PROPELLER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADEQUATE LIGHTING OF THE GATE AT THE TERMINAL AND INADEQUATE TRAINING OF THE SECURITY GUARD BY COMPANY PERSONNEL. CONTRIBUTING TO THIS ACCIDENT WAS A DARK NIGHT CONDITION.

Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation: STANDING - ENGINE(S) NOT OPERATING

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) FACILITY,INADEQUATE EXTERNAL LIGHTING - AIRPORT PERSONNEL
3. (C) INADEQUATE TRAINING - COMPANY/OPERATOR MANAGEMENT

Factual Information

Pilot Information

Certificate:	Foreign	Age:	Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 2600 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	5WFAU
Model/Series:	DHC6-300 DHC6-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Tricycle	Seats:	22
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	PT6A-27
Registered Owner:	POLYNESIAN AIRLINES	Rated Power:	620 Horsepower
Operator:	POLYNESIAN AIRLINES	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	APIA, WN SAMOA	Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	PAGO PAGO INTL PPG	Runway Surface Type:	Asphalt
Airport Elevation:	31 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	1 Fatal	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	INSPECTOR WILLIAM MILLER; HONOLULU , HI JJ GODDARD; WELLINGTON N ZE MINISTRY OF TRANSPORT; WESTERN SOMOA
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27149

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](#).