



Aviation Investigation Final Report

Location:	SAN JUAN, Puerto Rico	Accident Number:	MIA87LA265
Date & Time:	September 30, 1987, 12:48 Local	Registration:	N436CA
Aircraft:	CASA 212-200	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 8 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

THE CO-PLT WAS HELPING THE PASSENGERS DE-PLANE WHILE THE PLT REMAINED IN THE ACFT WITH THE ENGINES WINDING DOWN AFTER SHUTDOWN. THE PLT STATED THAT HE OBSERVED A COMMOTION OUTSIDE THE ACFT AND SHORTLY THEREAFTER EXITED IT. HE THEN REALIZED THAT AN INDIVIDUAL, A LINEBOY WHO WAS SCHEDULED TO REFUEL THE ACFT, HAD BEEN STRUCK BY THE RT ENGINE PROPELLER. HE FURTHER ADDED THAT HE DID NOT SEE HIM APPROACH THE ACFT.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) JUDGMENT - POOR - GROUND PERSONNEL
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - GROUND PERSONNEL

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	27, 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:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 1, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3779 hours (Total, all aircraft), 850 hours (Total, this make and model), 3576 hours (Pilot In Command, all aircraft), 259 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CASA	Registration:	N436CA
Model/Series:	212-200 212-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	287
Landing Gear Type:	Retractable - Tricycle	Seats:	19
Date/Type of Last Inspection:	September 11, 1987 AAIP	Certified Max Gross Wt.:	14500 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	6222 Hrs	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE 331
Registered Owner:	AMERICAN INT'L AVIATION, INC	Rated Power:	
Operator:	EXECUTIVE AIR CHARTER, INC.	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:	Day
Observation Facility, Elevation:	SJU ,9 ft msl	Distance from Accident Site:	
Observation Time:	12:57 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	12 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST. THOMAS (STT)	Type of Flight Plan Filed:	VFR/IFR
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	LUTZ MUNOZ MARIN INT'L SJU	Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	9000 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	None
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 8 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: January 11, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=31973>

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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](#).