



Aviation Investigation Final Report

Location:	ATLANTIC CITY, New Jersey	Accident Number:	NYC84FHD04
Date & Time:	June 10, 1984, 21:48 Local	Registration:	N9914S
Aircraft:	MOONEY M20	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE FLT TO ATLANTIC-CITY-BADER FIELD WAS UNEVENTFUL, EXCEPT THE ACFT TOUCHED DOWN HARD DURING THE LANDING. THE PLT TAXIED TO THE TERMINAL & PARKED WITH THE EXIT DOOR FACING THE TERMINAL. HE ELECTED NOT TO SHUT DOWN THE ENG SINCE HE INTENDED TO IMMEDIATELY TAKEOFF AGAIN. THE PLT TOLD THE PASSENGERS TO DEPLANE THRU THE REAR DOOR & GO DIRECTLY TO THE TERMINAL, EXCEPT HE ASKED 1 PASSENGER (HIS FUTURE FATHER-IN-LAW, A PREVIOUS MILITARY AVIATOR) TO CIRCLE AROUND IN FRONT OF THE ACFT TO LOOK AT THE LANDING GEAR. DUE TO THE HARD LANDING, THE PLT WANTED HIM TO MAKE SURE THE GEAR WERE STRAIGHT UP & DOWN. THE PLT CAUTIONED THE PASSENGER TO STAY WELL CLEAR OF THE PROP, AT LEAST 25 FT. THE PASSENGER CIRCLED IN FRONT, CHECKED THE GEAR, THEN WALKED TO WAVE HIM BACK, BUT TO NO AVAIL. AFTER A HANDSHAKE (THRU THESMALL PLT'S WINDOW) THE PASSENGER TURNED & WALKED INTO THE PROP.

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) SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. (C) SAFETY ADVISORY - NOT FOLLOWED - PASSENGER

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 4, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	386 hours (Total, all aircraft), 253 hours (Total, this make and model), 298 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N9914S
Model/Series:	M20 M20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1092
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 5, 1984 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-AB6D
Registered Owner:	NEW CASTLE AIRWAYS, INC.	Rated Power:	200 Horsepower
Operator:	STEVEN I. GROSS	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Unknown / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	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:	NORTHEAST PHILA, PA (PNE)	Type of Flight Plan Filed:	None
Destination:	ATLANTIC CITY , NJ (AIY)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ATLANTIC-CITY,BADER FIELD AIY	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	2950 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Jiggins, Lester

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35394>

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](#).