



Aviation Investigation Final Report

Location:	NEWARK, New Jersey	Incident Number:	NYC84LA276
Date & Time:	August 14, 1984, 23:00 Local	Registration:	N5338C
Aircraft:	CESSNA 310II	Aircraft Damage:	None
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

AN UNEMPLOYED PERSON WAS TRYING TO HELP LOAD AN ACFT. IN NOTICING THAT A BILL OF LADEN HAD BEEN LEFT OFF THE CARGO HE RAN TOWARD THE ACFT WHICH HAD, BY THIS TIME, STARTED ENGINES. THE PLT SAID HE SAW THE RUNNING MAN AND SHOVED THE MIXTURES TO CUT OFF THE ENGINES, BUT THE PROPS DID NOT STOP IN TIME TO AVOID INJURY TO THE MAN. AFTER THE PROP HIT THE MANS RIGHT SHOULDER, ARM & HAND HE STUMBLED ABOUT 35 FT AWAY FROM THE ACFT & FELL TO THE RAMP.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) PROPER ASSISTANCE - INADEQUATE - UNQUALIFIED PERSON
2. (C) INADEQUATE TRAINING - OTHER PERSON
3. (C) VISUAL/AURAL PERCEPTION - OTHER PERSON
4. (C) COMPANY-INDUCED PRESSURE - OTHER PERSON

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	25, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 12, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2210 hours (Total, all aircraft), 165 hours (Total, this make and model), 2051 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5338C
Model/Series:	310II 310II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310R1544
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-MB
Registered Owner:	LOG AVIATION, INC.	Rated Power:	285 Horsepower
Operator:	JET COURIER SERVICE	Operating Certificate(s) Held:	On-demand air taxi (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	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	WINDSOR-LOCKS , CT (BDL)	Type of Clearance:	IFR
Departure Time:	23:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	NEWARK EWR	Runway Surface Type:	Asphalt
Airport Elevation:	18 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35736>

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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](#).