



Aviation Investigation Final Report

Location:	ONTARIO, Oregon	Incident Number:	SEA85LA052
Date & Time:	February 2, 1985, 18:45 Local	Registration:	N2321S
Aircraft:	CESSNA 337B	Aircraft Damage:	None
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PILOTS SISTER APPROCHED THE RT SIDE OF THE ACFT TO SPEAK TO HIM. WHEN LEAVING THE SIDE OF THE ACFT SHE WALKED INTO THE FRONT TURNING PROP. PLT STATED SHE HAD BEEN AROUND THE ACFT NUMEROUS TIMES AND WAS AWARE OF THE ENGINE CONFIGURATION.

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 - ENGINE(S) OPERATING

Findings

1. (C) VISUAL LOOKOUT - NOT MAINTAINED - OTHER PERSON
2. (F) LIGHT CONDITION - DUSK

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-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:	November 30, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	461 hours (Total, all aircraft), 155 hours (Total, this make and model), 342 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2321S
Model/Series:	337B 337B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	337-0621
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 2, 1985 Annual	Certified Max Gross Wt.:	4300 lbs
Time Since Last Inspection:	1 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1451 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-360-C
Registered Owner:	AUGUSTUS F. BOYD	Rated Power:	210 Horsepower
Operator:		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:	Dusk
Observation Facility, Elevation:	BOI ,2858 ft msl	Distance from Accident Site:	44 Nautical Miles
Observation Time:	18:51 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Scattered / 1100 ft AGL	Visibility	7 miles
Lowest Ceiling:	Overcast / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-12°C / -14°C
Precipitation and Obscuration:	Light - None - Snow		
Departure Point:	IDAHO FALLS , ID (IDA)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ONTARIO MUNICIPAL	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:	1 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.079341,-117.010276(est)

Administrative Information

Investigator In Charge (IIC): Mccreary, Steven

Additional Participating Persons: D MAGNUSON; SALT LAKE CITY , UT

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40109>

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](#).