



Aviation Investigation Final Report

Location:	Pelham, Georgia	Accident Number:	MIA01LA199
Date & Time:	July 28, 2001, 09:40 Local	Registration:	N8358G
Aircraft:	Cessna A188B	Aircraft Damage:	None
Defining Event:		Injuries:	1 Fatal, 1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot stated he had landed and turned around in the parking area to be refueled and loaded with chemical for aerial application. He kept the engine running. Another airplane landed after him, turned around, and parked about 15-20 feet in front of him. The ground refueler added fuel to the left wing tank of the first airplane and then proceeded to add fuel to the right wing tank of his airplane. After adding fuel, the ground refueler replaced the fuel cap and then turned to his right toward the airplane. As he walked forward he was struck by the propeller. Postmortem toxicology tests on specimens from the refueler were negative for ethanol and drugs. The pilot stated the ground refueler had worked at the company for about 4 days, and had received training in ground operations and safety.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The ground refueler's inadequate visual lookout resulting in his walking into the rotating propeller of the airplane and receiving fatal injuries.

Findings

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

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL

Factual Information

On July 28, 2001, about 0940 eastern daylight time, a Cessna A188B, N8358G, registered to an individual, had a ground refueler walk into the propeller while the airplane was standing with the engine operating, at Pelham, Georgia, while on a 14 CFR Part 137 aerial application flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was not damaged and the commercial-rated pilot was not injured. The ground refueler received fatal injuries. The flight was originating at the time of the accident.

The pilot stated he had landed and turned around in the parking area to be refueled and loaded with chemical for aerial application. He kept the engine running. Another airplane landed after him, turned around, and parked about 15-20 feet in front of him. The ground refueler added fuel to the left wing tank of the first airplane and then proceeded to add fuel to the right wing tank of his airplane. After adding fuel, the ground refueler replaced the fuel cap and then turned to his right toward the airplane. As he walked forward he was struck by the propeller. The pilot stated he observed the refueler going toward the propeller and attempted to shut down the engine prior to his being struck by the propeller, but could not get the engine shut down in time. The pilot stated the ground refueler had worked at the company for about 4 days, and had received training in ground operations and safety.

Postmortem examination of the refueler was performed Dr. A. Clark, Georgia Bureau of Investigation, Moultrie, Georgia, and James Jamerson, Mitchell County Coroner, Pelham, Georgia. The cause of death was attributed to multiple chop injuries by an airplane propeller to the head and torso. Postmortem toxicology tests were performed on specimens obtained from the refueler by the Georgia Bureau of Investigation. The tests were negative for ethanol and drugs. (See Toxicology Reports.)

The NTSB sent via fax machine an NTSB Pilot/Operator Aircraft Accident Report form to the pilot. The pilot confirmed receipt of the report form. The NTSB did not receive a completed NTSB Pilot/Operator Aircraft Accident Report from the pilot or operator.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	March 6, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 100 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8358G
Model/Series:	A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801299T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Cont
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	Gifford Flynt, Jr.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	Flynt's Crop Dusting Service	Operator Designator Code:	GWVG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	VLD,204 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	27°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pelham, GA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	Flynt Crop Dusting Service	Runway Surface Type:	
Airport Elevation:	325 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	1 Fatal	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 None	Latitude, Longitude:	31.121389,-84.126663

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	Dan Strickland; FAA FSDO; College Park, GA
Original Publish Date:	November 6, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52868

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](#).