



Aviation Investigation Final Report

Location:	Pawtucket, Rhode Island	Accident Number:	NYC02LA199
Date & Time:	September 29, 2002, 16:00 Local	Registration:	N9347B
Aircraft:	Cessna 208B	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

After a parachute drop flight, the airplane taxied back to the ramp area. The airplane was parked on the ramp, with the engine running, while the next group of parachutists were boarding the airplane. During that time, a parachutist who had just landed, contacted the propeller and sustained a serious injury. Witnesses reported observing the parachutist descending toward the airplane without altering her course. One witness reported he "tackled" the parachutist to the ground; however, the parachute became entangled in the airplane's propeller and subsequently dragged the parachutist into the propeller. The parachutist had completed an estimated 18 prior jumps, which included 4 jumps at the accident airport. Winds reported at the airport, about the time of the accident were calm.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The parachutist's failure to obtain the proper touchdown point, which resulted in contact with the operating propeller of a parked airplane.

Findings

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

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - OTHER PERSON

Factual Information

On September 29, 2002, about 1600 eastern daylight time, a Cessna 208B, N9347B, was not damaged while stopped on the ramp at the North Central State Airport (SFZ), Pawtucket, Rhode Island, when a parachutist contacted the propeller. The certificated airline transport pilot was not injured; however, the parachutist sustained serious injuries. Visual meteorological conditions prevailed and no flight plan had been filed for the parachuting flight conducted under 14 CFR Part 91.

During an interview, the pilot said he landed after conducting his tenth parachute drop flight of the day, and while taxiing back to the ramp, he stopped to ensure that all the parachutists had landed. The pilot did not observe any further canopies, and taxied back to the ramp. The airplane was parked on the ramp, with the engine running, while the next group of parachutists were boarding the airplane. The pilot then heard screams and observed a canopy enter the propeller. The pilot immediately shut down the engine.

Witnesses reported observing the parachutist descending toward the airplane without altering her course. One witness reported he "tackled" the parachutist to the ground; however, the parachute became entangled in the airplane's propeller and subsequently dragged the parachutist into the propeller.

The parachutist had completed an estimated 18 prior jumps, which included 4 jumps at SFZ. The pilot estimated that the normal parachutist landing zone was between 50 to 300 feet from the ramp area.

Winds reported at the airport, about the time of the accident were calm.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	44, 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:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	October 30, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 1, 2002
Flight Time:	4900 hours (Total, all aircraft), 700 hours (Total, this make and model), 4850 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9347B
Model/Series:	208B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	208B0059
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	8750 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	8000 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT-6A-114A
Registered Owner:	Kevin McCole	Rated Power:	675 Horsepower
Operator:	Boston-Providence Skydiving Center	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SFZ,441 ft msl	Distance from Accident Site:	
Observation Time:	15:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	18°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pawtucket, RI (SFZ)	Type of Flight Plan Filed:	None
Destination:	(SFZ)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	NORTH CENTRAL STATE SFZ	Runway Surface Type:	
Airport Elevation:	441 ft msl	Runway Surface Condition:	Unknown
Runway Used:		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:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	41.920555,-71.491111

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	Dale C Crumb; FAA FSDO-01; Bedford, MA
Original Publish Date:	May 13, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55794

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