Aviation Investigation Final Report

Location:	Middletown, Ohio	**Accident Number:**	CEN14LA272
Date & Time:	June 1, 2014, 14:00 Local	**Registration:**	N223AL
Aircraft:	DEHAVILLAND DHC 6 200	**Aircraft Damage:**	Minor
Defining Event:	AC/prop/rotor contact w person	**Injuries:**	1 Fatal, 1 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

The skydiving airplane was on a ramp with its engines operating while the pilot waited for passengers to board. The pilot asked an employee of the skydiving operator if he could order something to eat for lunch. The employee responded that she had time to come see the pilot at the airplane because she was expecting a small delay before the next flight. The pilot thought the delay was not long enough to justify shutting down the engines. The pilot observed the employee exit the manifest office and run toward the airplane. The skydiving operator typically flew single-engine airplanes with the propeller located in front of the cockpit; however, the accident airplane was a twin-engine airplane with its propellers located under each wing. The operator's employee subsequently walked into the operating propeller under the airplane's left wing, sustaining fatal injuries.

Probable Cause and Findings

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

The skydiving operator employee's failure to see and avoid the rotating propeller blades when she walked toward the cockpit while the airplane's engines were running.

Findings

Personnel issues	Attention - Airport personnel

Factual Information

History of Flight

Standing-engine(s) operating	AC/prop/rotor contact w person (Defining event)

On June 1, 2014, about 1400 eastern daylight time, a propeller from a DeHavilland DHC-6-200 airplane, N223AL, struck an employee from the skydiving operator as she walked toward the cockpit while the airplane was standing with the engines operating on a ramp at the Middletown Regional Airport/Hook Field (MWO), near Middletown, Ohio. The employee received fatal injuries. The airplane was registered to and operated by Win Win Aviation Inc. under the provisions of 14 Code of Federal Regulations Part 91 as a skydiving flight. Day visual flight rules conditions prevailed at the time of the accident and the flight was not operating on a flight plan. The local skydiving flight was standing on the MWO ramp while waiting for passengers to board when the accident occurred.

The local MWO skydiving operator, Start Skydiving LLC, contracted with the airplane operator, Win Win Aviation Inc., to supply the airplane and pilot to support skydiving operations at MWO. The skydiving operator operated single-engine airplanes with the propeller located in front of the cockpit; however, the contracted airplane was a twin-engine airplane with its propellers located under each wing.

According to the pilot's report, he asked a skydiving operator's employee if he could order something to eat for lunch as they had talked about earlier in the day. The employee responded that she had time to come see the pilot at the airplane because she was expecting a small delay before the next flight. The pilot thought the delay was not long enough to justify shutting down the engines.

The pilot observed the employee running with a piece of paper once she exited the manifest office, which was about 100 feet in front of the airplane. He reached between two seats to get a pen ready while the employee had to go around a fence to the loading area before entering the airplane parking area. The skydiving operator's employee subsequently walked into the operating propeller under the airplane's left wing.

Pilot Information

Certificate:	Airline transport	**Age:**	25
Airplane Rating(s):	Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Lap only
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	October 29, 2013
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	February 12, 2013
Flight Time:	2800 hours (Total, all aircraft), 1075 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	**Registration:**	N223AL
Model/Series:	DHC 6 200 200	**Aircraft Category:**	Airplane
Year of Manufacture:	1969	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	223
Landing Gear Type:	Tricycle	**Seats:**	
Date/Type of Last Inspection:	May 30, 2014 Continuous airworthiness	**Certified Max Gross Wt.:**	11953 lbs
Time Since Last Inspection:		**Engines:**	2 Turbo prop
Airframe Total Time:	35334 Hrs as of last inspection	**Engine Manufacturer:**	P&W Canada
ELT:	Installed, not activated	**Engine Model/Series:**	PT6A-20
Registered Owner:	WIN WIN AVIATION INC	**Rated Power:**	
Operator:	WIN WIN AVIATION INC	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KMWO,650 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	13:55 Local	**Direction from Accident Site:**	131°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	240°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.13 inches Hg	**Temperature/Dew Point:**	28°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Middletown, OH (MWO)	**Type of Flight Plan Filed:**	None
Destination:	Middletown, OH (MWO)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	MIDDLETOWN REGIONAL/HOOK FIELD MWO	**Runway Surface Type:**	
Airport Elevation:	650 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:**	Minor
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	1 Fatal	**Aircraft Explosion:**	None
Total Injuries:	1 Fatal, 1 None	**Latitude, Longitude:**	39.531944,-84.396385(est)

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	Andrew C Porter; Federal Aviation Administration; Cincinnati, OH
Original Publish Date:	October 27, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=89347