



# Aviation Investigation Final Report

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

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## 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

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**Personnel issues**

Attention - Airport personnel

## Factual Information

### History of Flight

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

<b>Certificate:</b>	Airline transport	<b>Age:</b>	25
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 29, 2013
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	February 12, 2013
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

<b>Airport:</b>	MIDDLETOWN REGIONAL/HOOK FIELD MWO	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	650 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	1 Fatal	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal, 1 None	<b>Latitude, Longitude:</b>	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.nts.gov/Docket?ProjectID=89347>

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](#).