



Aviation Investigation Final Report

Location:	Harrisonville, Missouri	Accident Number:	CEN17LA217
Date & Time:	June 8, 2017, 09:00 Local	Registration:	N3082T
Aircraft:	Piper PA 28-235	Aircraft Damage:	Minor
Defining Event:	AC/prop/rotor contact w person	Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

When the private pilot taxied the airplane to park, he was taxiing past his friend, who was using a camera to record the airplane. The pilot felt a thump and could not see his friend, so he turned the airplane around and saw his friend lying on the ground. The friend sustained serious injuries. The airplane sustained damage to the left wingtip. Weather at the time of the accident was a clear sky with no restrictions to visibility.

Probable Cause and Findings

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

The pilot's failure to maintain a safe distance between the airplane and a person on the ground, which resulted in serious injuries to the person.

Findings

Personnel issues	Decision making/judgment - Other
Personnel issues	Monitoring other person - Pilot
Environmental issues	Person - Awareness of condition

Factual Information

History of Flight

Taxi	AC/prop/rotor contact w person (Defining event)
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On June 8, 2017, about 0900 central daylight time, a Piper PA-28-235 airplane, N3082T, struck a person while taxiing at a private airstrip near Harrisonville, Missouri. The private pilot was not injured, and a pilot-rated pedestrian was seriously injured. The airplane was registered to and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The flight originated from the Lawrence Smith Memorial Airport (KLRY), Harrisonville, Missouri, and the airplane landed on a private airstrip about 4 miles southwest of KLRY.

According to information obtained by the responding Federal Aviation Administration inspector and sheriff's deputy, when the pilot taxied the airplane to park, he was taxiing past his friend (the pilot-rated pedestrian) who was using a camera to record the airplane. He felt a thump and could not see his friend, so he turned the airplane around and saw his friend laying on the ground. The friend was transported to the hospital. The airplane had damage to the left wingtip.

An automated weather reporting facility near the accident site reported a clear sky with no restrictions to visibility.

An NTSB Form 6120 was not submitted by the pilot.

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-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 Without waivers/limitations	Last FAA Medical Exam:	July 1, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3082T
Model/Series:	PA 28-235 235	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-7310002
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-540 SERIES
Registered Owner:	On file	Rated Power:	250 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLRY, 915 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	08:55 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	22°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HARRISONVILLE, MO (LRY)	Type of Flight Plan Filed:	None
Destination:	Harrisonville, MO	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Private Airstrip Priv	Runway Surface Type:	
Airport Elevation:	915 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	38.550277,-94.406112(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	David Wood; FAA; Kansas City, MO
Original Publish Date:	June 5, 2018
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=95330

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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](#).