



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	GREEN SEA, South Carolina	Accident Number:	ATL98LA092
Date & Time:	July 4, 1998, 16:51 Local	Registration:	N7247E
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 4 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

According to the FAA, the skydiver was standing on the strut preparing to jump when his pilot parachute opened and wrapped around the tail section of the airplane. The skydiver was pulled from the strut and into the empennage section. He impacted the right horizontal stabilizer and elevator, causing substantial damage to the tail. The skydiver was fatally injured. The airplane was landed, using the elevator trim, without further incident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent activation of the skydivers pilot chute, pulling him into the horizontal stabilizer/elevator, resulting in substantial damage to the airplane.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

1. (C) ELEVATOR - ENCOUNTERED - PASSENGER
2. (C) CONTROL INTERFERENCE - ENCOUNTERED

Factual Information

On July 4, 1998, at 1651 eastern daylight time, a Cessna 182, N7247E, was substantially damaged when a skydiver struck the empennage during parachuting operations in Green Sea, South Carolina. The flight was operated under the provisions of Title 14 CFR Part 91 and visual flight rules. There was no flight plan filed for this local flight. Visual meteorological conditions prevailed at the time of the accident. The commercial pilot and one passenger/skydiver were not injured, and one passenger/skydiver was fatally injured. The airplane was substantially damaged. The flight departed Green Sea, South Carolina at 1635.

According to the FAA, the flight departed Green Sea and climbed to an altitude of 10,000 feet. The first two skydivers jumped out upon reaching the drop area. The third skydiver was standing on the strut preparing to jump when his pilot parachute opened and wrapped around the tail section of the airplane. The skydiver was pulled from the strut and into the empennage section. He impacted the right horizontal stabilizer and elevator, causing substantial damage to the tail. The pilot ordered the fourth skydiver to jump as he tried to maintain control of the airplane. The airplane was landed, using the elevator trim, without further incident. The third skydiver died as a result of his injuries one week later.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	32, 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	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 3, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2040 hours (Total, all aircraft), 500 hours (Total, this make and model), 1914 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7247E
Model/Series:	182 182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	52247
Landing Gear Type:	Tricycle	Seats:	5
Date/Type of Last Inspection:	January 7, 1998 100 hour	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2905 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-L
Registered Owner:		Rated Power:	235 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MYR ,235 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	16:45 Local	Direction from Accident Site:	175°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(S79)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 4 None	Latitude, Longitude:	34.159698,-78.970413(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	DONALD DODGE; JEFF A KLINE; ATLANTA, GA
Original Publish Date:	February 15, 2001
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=4006

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).