

National Transportation Safety Board  
Washington, DC 20594

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Brief of Accident

Adopted 10/02/2002

DCA01MA056  
File No. 12098                      08/05/2001                      Washington, DC                      Aircraft Reg No. N935HA                      Time (Local): 17:40 EST

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Make/Model:	De Havilland / Dash 8-100	Fatal	0	Serious	0	Minor/None	3
Engine Make/Model:	Pratt & Whitney Canada / PEW120/PW100	Crew	0				
Aircraft Damage:	Minor	Pass	0				29
Number of Engines:	2	Other	1		0		0
Operating Certificate(s):	Flag Carrier/Domestic						
Name of Carrier:	Name						
Type of Flight Operation:	Scheduled; Domestic; Passenger Only						
Reg. Flight Conducted Under:	Part 121: Air Carrier						

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Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Day
Destination:	White Plains, NY	Weather Info Src:	Unknown
Airport Proximity:	On Airport/Airstrip	Basic Weather:	Visual Conditions
Airport Name:	Ronald Reagan National Airport	Lowest Ceiling:	
Runway Identification:	Unk/Nr	Visibility:	
Runway Length/Width (Ft):	Unk/Nr	Wind Dir/Speed:	
Runway Surface:	Unknown	Temperature (°C):	Unk/Nr
Runway Surface Condition:	Unknown	Precip/Obscuration:	

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Pilot-in-Command	Age:	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 36768
Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land		Last 90 Days: 158
		Total Make/Model: 10675
Instrument Ratings		Total Instrument Time: Unk/Nr
Airplane		

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The information collected during the investigation of this accident indicates that the ramp agent had both training and experience in working near propeller-driven airplanes and that the carelessness shown in the accident was inadvertent and out of character. This finding is substantiated by statements from coworkers, who described the ramp agent as safety conscious and a hard worker. The surface of the ramp was not a factor in this accident. The ramp agent was at the end of his shift on a very hot day and was taking a medication for a medical condition that had the potential to impair his judgment.

Brief of Accident (Continued)

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Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON  
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) WEATHER CONDITION - TEMPERATURE,HIGH
2. (C) AIRPORT OPERATIONS - INADVERTENT - GROUND PERSONNEL
3. (C) PHYSIOLOGICAL CONDITION - GROUND PERSONNEL
4. (F) IMPAIRMENT(DRUGS) - GROUND PERSONNEL

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The ramp agent's impaired performance due to his hyperthyroidism, which was exacerbated by the heat and was inadequately controlled by medication, and possibly also due to the use of an antianxiety medication.