
		NTSB ID: DFW08LA055		Aircraft Registration Number: N398J	
		Occurrence Date: 01/03/2008		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By:	
Location/Time					
Nearest City/Place Oklahoma City		State OK	Zip Code 73008	Local Time 0225	Time Zone CST
Airport Proximity: On Airport		Distance From Landing Facility: 0		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Pilatus		Model/Series PC-12/45		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 3, 2008, approximately 0225 central standard time, a Pilatus PC-12/45, N398J, a single-engine turbo-prop airplane, was not damaged when a line technician was struck and killed by its moving propeller while parked at the ramp at Wiley Post Airport, Oklahoma City (PWA), Oklahoma. The commercial pilot and the 7 passengers were not injured. The airplane was operated by and registered to Oklahoma Cardiovascular Associates, Oklahoma City, Oklahoma. An instrument flight rules flight plan was filed for the flight that had departed the Phoenix Sky Harbor International Airport (PHX), Phoenix, Arizona, about 2200. Night visual meteorological conditions prevailed for the cross country flight that was conducted under 14 Code of Federal Regulations Part 91.</p> <p>According to the Oklahoma City Police Department report, the pilot stated that after landing, he taxied to the fixed base operator (FBO) located at the airport. When he reached the FBO's dimly lit ramp, the line technician used lighted wands to guide the airplane to a parking spot. Once the line technician gave the pilot the "stop" hand signal, the pilot stopped the airplane, set the brake, and began shutting down the engine. The pilot said that when he was about to move the throttle to the fuel-cut-off position, he heard a loud "thud" and the engine, airplane and propeller began to "vibrate badly." He looked up and saw a "rapid movement" out of the corner of his eye to the left of the airplane and realized it was the line attendant tumbling along the ramp surface. The pilot immediately engaged the fuel-cut-off switch, and waited for the propeller to stop turning. At that point, the pilot and a passenger, who was a physician, exited the aircraft and immediately administered first aid to the technician until emergency response personnel arrived.</p> <p>The police report also reported that a set of wheel chocks, a shoe, and broken pieces of the lighted wands were found near the propeller.</p> <p>The FBO's third shift supervisor was on the ramp when the accident occurred, but he did not witness the line technician being struck by the propeller. According to the supervisor, he was operating an airplane tug and had last observed the line technician marshalling the airplane. The supervisor had turned away from the airplane when he heard a loud "thud." When he turned around, he saw that the line technician was critically injured and was rolling on the ground toward the airplane's left wing tip.</p> <p>Although there were seven passengers on board the airplane, none of them witnessed the accident.</p> <p>A review of training records provided by the FBO revealed that the line technician had successfully completed Professional Line Service Training (PLST) on September 4, 2007. This training included the dangers associated when working around propellers. According to the PLST Training Manual, Section 2.2.5, titled Propeller Danger, it stated, "The propeller blades spin at a high rpm and may present a significant hazard to ramp workers. Line service personnel have been killed by spinning propellers. Because propellers can become invisible when spinning at high revolution, it is easy</p>					
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 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DFW08LA055
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	Occurrence Type: Accident


Narrative (Continued)


to become distracted and forget that the aircraft's engine is, indeed, running." In addition, section 2.5 of the manual, titled Aircraft Marshaling and Hand Signals, stated, "...Some additional rules which must be followed when marshaling and parking of all types of aircraft...Propellers and rotors must be completely stopped before positioning the chocks."

Further review of the line technician's training file revealed that he received a Disciplinary Action from his employer on October 11, 2007. The reason for the action was defined as, "[Line technician] chocked the nose wheel of [registration number] (King Air) while the engines were still running. This violates previous training he has received." The Disciplinary Action was signed by the Line Technician, his supervisor, the General Manager of the FBO, and a witness.

As a result of this accident, The FBO issued training Bulletin #08-001, titled Aircraft Propeller Safety, to its 2,600 employees. This purpose of the bulletin was to "Ensure all personnel, who work, provide service or transition near aircraft, recognize the potential danger which exists with aircraft propellers, whether moving or stationary, and always observe propeller safety operating procedures."

Weather reported at Wiley Post Airport at 0253 included wind from 170 degrees at 16 knots, visibility 10 miles, clear skies, and a barometric pressure setting of 30.65 inches of Mercury.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DFW08LA055				
		Occurrence Date: 01/03/2008				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name Wiley Post		Airport ID: PWA	Airport Elevation 1299 Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach: NONE						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Pilatus		Model/Series PC-12/45		Serial Number 398		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 9	Certified Max Gross Wt. 9920 LBS		Number of Engines: 1	
Engine Type: Turbo Prop		Engine Manufacturer: Pratt & Whitney Canada		Model/Series: PT6A-67A	Rated Power: 1200 HP	
- Aircraft Inspection Information						
Type of Last Inspection Unknown		Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time 1871 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site? No		
Owner/Operator Information						
Registered Aircraft Owner Oklahoma cardiovascular Associates PC		Street Address				
		City Oklahoma City		State OK	Zip Code 73120	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City		State	Zip Code	
Operator Does Business As:				Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DFW08LA055
	Occurrence Date: 01/03/2008
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 59
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Sex: M	Seat Occupied: Left	Principal Profession: Unknown	Certificate Number: On File
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Certificate(s): Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft?	Current Biennial Flight Review? 02/2007
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Medical Cert.: Class 2	Medical Cert. Status:	Date of Last Medical Exam: 06/2007
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	10571	475								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	17									
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point Phoenix	State CA	Airport Identifier PHX	Departure Time 2200	Time Zone CST
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Destination Same as Accident/Incident Location	State	Airport Identifier PWA	
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Type of Clearance: None

Type of Airspace:

Weather Information

Source of Briefing: Unknown

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DFW08LA055
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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
PWA	0253	CST	1299 Ft. MSL	0 NM	0 Deg. Mag.

Sky/Lowest Cloud Condition: Clear	Ft. AGL	Condition of Light: Night
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Lowest Ceiling: None	Ft. AGL	Visibility: 10	SM	Altimeter: 30.65	"Hg
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Temperature: °C	Dew Point: °C	Wind Direction: 170	Density Altitude: Ft.
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Wind Speed: 16	Gusts:	Weather Conditions at Accident Site: Visual Conditions
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Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:
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Restrictions to Visibility: No Obscuration; No Precipitation

Type of Precipitation:

Accident Information

Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None
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Classification:

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				7	7
- TOTAL ABOARD -				8	8
Other Ground	1				1
- GRAND TOTAL -	1			8	9

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: DFW08LA055

Occurrence Date: 01/03/2008

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Leah D. Yeager

Additional Persons Participating in This Accident/Incident Investigation:

Don Cook
FAA/FSDO
Oklahoma City, OK