



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Oklahoma City, OK	<b>Accident Number:</b>	DFW08LA055
<b>Date &amp; Time:</b>	01/03/2008, 0225 CST	<b>Registration:</b>	N398J
<b>Aircraft:</b>	Pilatus PC-12/45	<b>Injuries:</b>	1 Fatal, 8 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

After an uneventful landing at night, the commercial rated pilot taxied the single-engine turbo propeller equipped airplane to a FBO based at the airport. Upon reaching the FBO's dimly lit ramp, a line technician, who was employed by the FBO, used lighted wands to marshal the airplane to a parking spot. When the airplane came to a complete stop, the pilot set the parking brake. As the pilot was initiating the engine shut down procedures, he heard a loud "thud" and felt the engine, propeller, and airplane begin to vibrate. He looked up and saw the line technician rolling on the ramp toward the airplane's left wing tip. Upon exiting the airplane, the pilot and one of the passengers, who was a physician, noted that the line technician was critically wounded and immediately initiated first aid. It was also noted that a set of wheel chocks and the severed sections of the two lighted wands were near the propeller at the front of the airplane. The line technician had received a written warning from his employer approximately three months before the accident for attempting to chock the nose wheel of another airplane while the engines were operating.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The line technician's failure to remain clear of the propeller. A factor was the night lighting conditions.

## Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON  
Phase of Operation: STANDING - ENGINE(S) OPERATING

### Findings

1. (F) LIGHT CONDITION - NIGHT
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - GROUND PERSONNEL

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	59
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	10571 hours (Total, all aircraft), 475 hours (Total, this make and model), 17 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Pilatus	<b>Registration:</b>	N398J
<b>Model/Series:</b>	PC-12/45	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	Oklahoma cardiovascular Associates PC	<b>Engine Manufacturer:</b>	Pratt & Whitney Canada
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	PT6A-67A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	PWA, 1299 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Night	<b>Wind Speed/Gusts, Direction:</b>	16 knots, 170°
<b>Temperature:</b>		<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Phoenix, CA (PHX)	<b>Destination:</b>	Oklahoma City, OK (PWA)

## Airport Information

<b>Airport:</b>	Wiley Post (PWA)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	NA	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	7 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	1 Fatal	<b>Aircraft Explosion:</b>	None

## Administrative Information

Investigator In Charge (IIC): Leah D Yeager

Adopted Date: 03/31/2008

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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