
 <b>National Transportation Safety Board</b> <b>PRELIMINARY REPORT</b> <b>AVIATION</b>		NTSB ID: CEN12LA125		Most Critical Injury: Serious	
		Occurrence Date: 12/03/2011		Investigated By: NTSB	
		Occurrence Type: Accident			
<b>Location/Time</b>					
Nearest City/Place		State	Zip Code	Local Time	Time Zone
McKinney		TX	75071	2048	CDT
<b>Aircraft Information</b>					
Registration Number		Aircraft Manufacturer		Model/Series Number	
N62WY		AVIAT AIRCRAFT INC		A-1C-180	
Type of Aircraft: Airplane			Amateur Built Aircraft? No		
Injury Summary:		Fatal	Serious	1	Minor
					None
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
<b>Narrative</b>					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On December 12, 2011, about 2050 central daylight time, a passenger of a parked Aviat Aircraft Inc., Husky A-1C, N2364G, contacted its rotating propeller after exiting the airplane on the ramp of the Aero Country Airport (T31), McKinney, Texas. The airplane was registered to Shell Aviation, LLC, McKinney, Texas, and was being operated by a private pilot under the provisions of Title 14 Code of Federal Regulations Part 91. Dark night visual meteorological conditions prevailed at the time of the accident. The passenger was seriously injured and the pilot, who was the only other person remaining on board, was not injured. The flight had originated from T31 and had just returned from flying in the local area to view holiday lights from the air.</p> <p>According to the pilot (as he recalls the event), after landing from the planned 20-minute flight, he stopped the airplane on the ramp with the engine running in anticipation of taking another passenger to view the holiday lights. He opened the door on the right side of the airplane expecting a friend to come out and assist his passenger in deplaning. After he opened the door, the passenger started to get out of the airplane. Upon noticing that she was exiting in front of the strut, the pilot leaned out of his seat and placed his right hand and arm in front of her to divert her away from the front of the airplane and the propeller. He continued to keep his arm extended and told the passenger that she should walk behind the airplane. Once he saw that the passenger was at least beyond where the strut was attached to the wing, and walking away, he dropped his right arm and returned to his normal seat position. The pilot then looked to the left side of the airplane and opened his window to ask who was next to go for a ride.</p> <p>The pilot then heard someone yell, "STOP STOP," and he immediately shut down the engine and saw the passenger lying in front of the airplane.</p> <p>Updated on Jan 15 2012 10:49PM</p>					
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

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Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number


Accident Information	
Aircraft Damage: None	Accident Occurred During:

Crew	Name	Certificate No.	Injury
Pilot	On File	On File	None
2			
3			
4			
5			
6			

Operator Information			
Name Mike Shell	Operator Designator Code	Doing Business As	
Street Address 230 Aero Country Road	City McKinney	State TX	Zip Code 75071
-Type of Certificate(s) Held: None			
Air Carrier Operating Certificate(s):			
Operating Certificate:		Operator Certificate:	
Regulation Flight Conducted Under: Part 91: General Aviation			
Type of Flight Operations Conducted: Personal			

Flight Plan/Itinerary			
Type of Flight Plan Filed: Unknown			
Last Departure Point	State	Airport Identifier	
Same as Accident/Incident Location		T31	
Destination	State	Airport Identifier	
Local Flight	TX	T31	

Weather Information			
Investigator's Source: Unknown	Facility ID: TKI	Observation Time (Local): 2027	
Sky/Lowest Cloud Condition: Clear		Ft. AGL	
Lowest Ceiling: Broken	3900 Ft. AGL	Visibility: 5 SM	Altimeter: 30.07 "Hg

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**Weather Information** (Continued from page 2)

Temperature: 12 °C	Dew Point: 11 °C	Wind Direction:	
Wind Speed: Calm Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Visual Conditions	

**Administration Data**

Notification From FAA Operations Center	Date
FAA District Office/Coordinator FAA FSDO Freddie Corley	Investigator-In-Charge (IIC) Alexander Lemishko