

PILOT "A" INFORMATION

Pilot "A" Responsibilities at the Time of Accident/Incident

☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

Pilot "A" Identification

First Name: Vincent City: Laval
 Middle Initial: _____ State: qc ZIP: h7e3j1
 Last Name: Lemay Country: Canada
 Age at time of Accident/Incident: 25 Date of Birth: _____ Certificate Number: _____
 mm/dd/yyyy

Degree of Injury

☒ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☒ Left ☐ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Seat Belt

Used ☒ Yes ☐ No
 Available ☒ Yes ☐ No

Shoulder Harness

Used ☐ Yes ☒ No
 Available ☒ Yes ☐ No

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign
☐ Private ☐ Flight Instructor ☐ Sport ☒ Airline Transport ☐ U.S. Military

Principal Occupation

☒ Pilot
☐ Other
☐ Unknown

Medical Certificate

☐ None ☐ Class 3
☒ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☒ Without limitations/waivers
☐ With limitations/waivers
☐ Unknown

Date of Last Medical

10/29/2013
 mm/dd/yyyy

Medical Certificate Limitations

Medical Certificate Waivers

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:

02/12/2013
 mm/dd/yyyy

Flight Review Aircraft

Make: _____
 Model: Casa 212

Airplane Rating(s) (Check all that apply)

☐ None
☐ Single-Engine Land
☒ Single-Engine Sea
☒ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s) (Check all that apply)

☐ None
☐ Airship
☐ Free Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s) (Check all that apply)

☐ None
☒ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s) (Check all that apply)

☐ None ☐ Instrument Airplane
☐ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings

Casa 212

Student Endorsements (Include dates)

Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	2,800	1,075	1,050	1,750	190	170	14			
Pilot in Command (PIC)	2,500	1,000	950	1,550	160	100	0			
Time as Instructor	0	0	0	0	0	0	0			
This Make/Model					15	5	0			
Last 90 Days	100	15	20	80	0	0	0			
Last 30 Days	50	15	0	50	0	0	0			
Last 24 Hours	7	7	0	7	0	0	0			

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

It occurred in the beginning of the afternoon. It was time for lunch and even though I had some snacks with me in the plane I decided to ask the manifest girl if there was any chance I could order something to eat for lunch. We had talked about it in the morning, saying if I needed anything I could simply ask and they would make it easy for me.

As soon as I asked her on the radio she gently answered with different options and before I could say that anything would work she said that she had time to come see me at the plane because she was expecting a small delay before the next flight (but not enough to justify shutting down the engines).

I immediately saw her out of the manifest office (which was straight ahead of me, at least 100') with a piece of paper, running. I quickly reached between the two seats to get a pen ready while she had to go around the fence, to the loading area before she could make it to the plane (the area where the plane parks is secured). It happened that we were using the loading area further away from the manifest for this specific load. She probably decided to use a short cut to be more efficient by using the entrance of the loading area closest to the manifest, which was in front of the wings, probably at my 10:30 (reference to a watch). She had to go around the seating area which made her change her path, still running.

For a brief moment I had a strange thought in my head, wondering if she was planing to come see me via the back door (typical) or via the front door (which I never let people do, it is to close to the prop and involves unnecessary risk). Apparently she was running straight at the back door, probably looking straight at it and trying to make it quick (to offer me a good service). Unfortunately, the tip of the prop was in the way

I have been thinking about the event, trying to analyzed it, the truth is that it happened very quickly and the next thing I knew it was to late.

I have had discussions with other pilots about stories of passengers running into a prop. It is something I have always been aware of and doing to best to prevent

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

ADDITIONAL INFORMATION *(Please type or print in ink)*

Use this space if additional space is needed for any answers.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE**Date of this Report****Signature and Name of Pilot/Operator**mm/dd/yyyy

Signature: _____

Type or Print Name: _____

Signature and Name of Person Filing Report if Other than Pilot/Operator

Signature: _____

Type or Print Name: _____

Title: _____

FOR NTSB USE ONLY**NTSB Accident/Incident No.**

CEN14LA272

Reviewed by NTSB Regional Office

Denver, CO

Name of Investigator

Edward Malinowski

Date Report Received

6/3/14