



Aviation Investigation Final Report

Location:	MOUNT HOREB, Wisconsin	Accident Number:	CHI96LA078
Date & Time:	January 14, 1996, 12:25 Local	Registration:	N1412N
Aircraft:	Piper J3C-65	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot landed at a closed airstrip after making arrangements to meet his wife there. The airstrip was marked as closed; however, it was covered with snow in the landing area. The pilot said that before landing, he saw a pedestrian along the side of the strip, who waved; he thought the pedestrian was his wife. After landing, the airplane slowed quickly on the snow covered runway. The pilot said he applied some power to continue taxiing in the snow, but the airplane was moving slowly. As the pilot was taxiing the tailwheel equipped airplane without S-turning, he was looking out the door on the right side. He said he caught a glimpse of something to his left, and at about that moment, the left strut of the airplane hit the pedestrian, who was a woman that was walking her dog on the airstrip. The pedestrian was struck in the back of the head and was seriously injured. The pilot did not obtain a weather briefing before the flight nor did he have a current sectional chart.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to see-and-avoid the pedestrian. Factors relating to the accident were: the pilot's inadequate preflight preparation, his landing on a closed airstrip, and the snow covered terrain.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - CLOSED
3. (F) TERRAIN CONDITION - SNOW COVERED
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. OBJECT - OTHER PERSON
6. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On January 14, 1996, at 1225 central standard time, a Piper J3C- 65, NC1412N, collided with a pedestrian during a landing roll on an abandoned airport, at Mount Horeb, Wisconsin. The pilot was not injured and the pedestrian was seriously injured. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was not damaged. The flight originated from Rockton, Illinois, at 1125 cst.

The pilot stated that he had made previous arrangements to fly into the Mount Horeb, Gonstead Airport, to meet his wife for lunch. He stated that he had landed at this airport in the past. After arriving at the airport, he circled over the south end of the field where he saw a person on the ground waving to him. He stated that he believed this person was his wife. He continued to report that the person appeared to be walking to the north along the west side of the landing strip. He stated that the south end of the strip was snow covered but the north end appeared clear. According to the pilot, after landing on the south end of the runway the airplane quickly slowed to taxi. He reported, "After coming to a crawl, I continued to taxi straight north while looking forward through the open door on the right hand side of the aircraft. As I taxied north, I caught a glimpse of something on my left. I pulled the throttle back and looked out the left side of the A/C. There was a woman lying in the snow directly under the wing lift strut." The pilot stated he immediately shut the engine down and got out of the airplane to assist the person on the ground.

The pilot had a telephone conversation with an Inspector from the Federal Aviation Administration. The inspector's record of this conversation indicates, "Since the snow was deeper than he thought, he used more power than normal for taxiing, but was not going fast, nor was he doing "S" turns... ."

The person who was contacted in the back of the head by the wing strut was not the pilot's wife. The son of the person who was struck contacted this investigator and stated that his mother used the abandoned airstrip to walk her dog. He stated that his mother suffered from a fractured vertebra and was currently paralyzed from the neck down.

Gonstead Airport had been closed since October, 1993. The runway is marked as closed; however, it was snow covered and the pilot was unable to see the markings. The pilot did not obtain a weather briefing prior to the flight, nor did he have a current sectional chart.

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 24, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	855 hours (Total, all aircraft), 427 hours (Total, this make and model), 778 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1412N
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22935
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 3, 1995 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	659 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:	RICHARD A. ALCOCK	Rated Power:	65 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MSN ,1343 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	12:56 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Unknown	Visibility	8 miles
Lowest Ceiling:	Overcast / 1100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	0°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROCKTON , IL (PVT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:25 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Snow
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	43.000484,-89.729499(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	CHESTER J CYBULSKI; MILWAUKEE , WI
Original Publish Date:	July 3, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10187

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).