



Aviation Investigation Final Report

Location:	OSHKOSH, Wisconsin	Accident Number:	CHI87FA185
Date & Time:	August 5, 1987, 14:05 Local	Registration:	N76249
Aircraft:	CESSNA 120	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS TAXIING OUT OF THE ANTIQUE/CLASSIC CAMPING AREA AT OSHKOSH WITH THE ASSISTANCE OF WING WALKERS WHEN HE STOPPED TO PERMIT THE PAX (HIS WIFE) TO PERFORM AN ERRAND. THE PAX DEPLANED & WENT UNDER THE OUTER 1/3 OF THE WING STRUT, THEN WALKED BACK INTO THE PATH OF THE IDLING PROP. HER LEFT FOREARM WAS NEARLY SEVERED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PASSENGER

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 27, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10100 hours (Total, all aircraft), 35 hours (Total, this make and model), 80 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N76249
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10654
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 24, 1986 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1625 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	JOHN J. SONDAY	Rated Power:	85 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:	OSH ,805 ft msl	Distance from Accident Site:	
Observation Time:	13:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LAFAYETTE , IN (3AR)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	WITTMAN FIELD OSH	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	44.060333,-88.539024(est)

Administrative Information

Investigator In Charge (IIC): Dinwiddie, Carl

Additional Participating Persons: J. D MARTIN; MILWAUKEE , WI

Original Publish Date: June 7, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13651>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).