



# Aviation Investigation Final Report

<b>Location:</b>	WONEWOC, Wisconsin	<b>Accident Number:</b>	CHI01LA174
<b>Date &amp; Time:</b>	June 14, 2001, 12:00 Local	<b>Registration:</b>	N7484S
<b>Aircraft:</b>	Smith Aerostar 600	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot said he was landing on runway 28 at Three Castles Airpark following a 50 minute flight. As the main landing gear wheels were touching down on the runway, he hit a deer. The airplane rolled down the runway normally and was slowed. The pilot said that he couldn't turn the nose wheel to exit the runway. An examination of the airplane revealed no anomalies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The deer on the runway as the airplane was landing.

### Findings

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

#### Findings

1. (C) OBJECT - ANIMAL(S)



## Factual Information

On June 14, 2001, at approximately 1200 central daylight time, a Smith Aerostar 600, N7484S, operated by a private pilot, sustained substantial damage during landing on runway 28 (2,740 feet by 90 feet, dry asphalt) at the Three Castles Airpark (4D1), Wonewoc, Wisconsin, when it struck a deer. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of 14 CFR Part 91 without a flight plan. The pilot reported no injuries. The cross-country flight originated at Kenosha, Wisconsin, at 1100, and was en route to Wonewoc, Wisconsin.

In his written statement, the pilot said he was landing on runway 28 at 4D1 following a 50 minute flight. As the main landing gear wheels were touching down on the runway, he hit a deer. The airplane rolled down the runway normally and was slowed. The pilot said that he couldn't turn the nose wheel to exit the runway.

A Federal Aviation Administration inspector examined the airplane at the 4D1. The nose gear trunion was bent rearward. The aft bulkhead of the forward wheel well was bent inward. The forward pressure bulkhead and right forward cabin wall near the pilot's rudder pedals were bent inward. The cabin floor beneath the control pedestal was bent upward. Flight control continuity was confirmed. An examination of the airplane's engines, engine controls and other systems revealed no anomalies.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 None	<b>Last FAA Medical Exam:</b>	May 21, 2001
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 31, 1999
<b>Flight Time:</b>	3122 hours (Total, all aircraft), 105 hours (Total, this make and model), 2922 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Smith	<b>Registration:</b>	N7484S
<b>Model/Series:</b>	Aerostar 600	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	60-0043-98
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 1, 2001 Annual	<b>Certified Max Gross Wt.:</b>	5500 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1555 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-540
<b>Registered Owner:</b>	AUTOMOTIVE-AIRCRAFT CONSULTANTS, INC.	<b>Rated Power:</b>	290 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DLL,976 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	14:00 Local	<b>Direction from Accident Site:</b>	135°
<b>Lowest Cloud Condition:</b>	Scattered / 3200 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 3800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	KENOSHA, WI (ENW )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(4D1 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	THREE CASTLES AIRPARK 4D1	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	927 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2790 ft / 70 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	43.649269,-90.219261(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bowling, David
<b>Additional Participating Persons:</b>	TIMOTHY H ANDERSON; FEDERAL AVIATION ADMINISTRATION; MILWAUKEE, WI
<b>Original Publish Date:</b>	May 13, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=53260">https://data.ntsb.gov/Docket?ProjectID=53260</a>

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](#).