



# Aviation Investigation Final Report

<b>Location:</b>	Mount Vernon, Ohio	<b>Accident Number:</b>	CEN17LA234
<b>Date &amp; Time:</b>	June 17, 2017, 13:30 Local	<b>Registration:</b>	N33778
<b>Aircraft:</b>	Aeronca 65 CA	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	AC/prop/rotor contact w person	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The private pilot prepared to hand-prop the airplane, which was not equipped with an electrical starter, by tying the tail down with a nylon rope. The pilot then hand-propped the engine, which started at a high power setting. The airplane moved forward, breaking the rope, and continued to taxi in circles. The pilot and another individual tried to stop the airplane; however, the propeller struck the pilot, resulting in fatal injuries. The airplane eventually came to stop farther down the runway. Although the pilot attempted to secure the airplane by tying down the tail, the throttle was set at a high engine power setting, allowing the airplane's movement.

## Probable Cause and Findings

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

The pilot's improper starting procedure before hand propping the engine, and his subsequent attempt to stop the moving airplane, which resulted in him being struck by the propeller.

## Findings

<b>Aircraft</b>	(general) - Not specified
<b>Personnel issues</b>	(general) - Pilot

# Factual Information

## History of Flight

Prior to flight	AC/prop/rotor contact w person (Defining event)
Prior to flight	Miscellaneous/other

On June 17, 2017, about 1330 eastern daylight time, an Aeronca 65-CA airplane, N33778, experienced a propeller blade strike during an attempted hand prop of the engine at the Wynkoop Airport (6G4), Mount Vernon, Ohio. The pilot, and intended sole occupant, was fatally injured and the airplane sustained minor damage. The airplane was registered to and operated by a private individual under the provisions of *14 Code of Federal Regulations Part 91* as a personal flight. Visual meteorological conditions prevailed for the planned flight.

Information collected by the responding Federal Aviation Administration (FAA) inspector and an Ohio State Patrol officer, indicate the pilot attempted to start the engine by hand-propping the airplane.

According to a person located at 6G4, the pilot had flown in arrived at 6G4 earlier and was to depart. The person added that the pilot tied the tail of the airplane off with a nylon rope that he had brought with him. The airplane wheels were not chocked and the pilot was having difficulties starting the engine. The witness was in the hangar when he heard the airplane start at a high rpm, so he quickly stepped outside. The witness reported the airplane had broken the rope and was taxiing around in circles while the pilot attempted to stop the airplane. The witness joined the pilot in trying to stop the airplane; however, the propeller struck the pilot, knocking him down.

The airplane eventually came to stop further down the runway.

The vintage airplane was not equipped with an electrical system or an electric starter.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	79
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	None
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	None With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 14, 2010
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 30, 2013
<b>Flight Time:</b>	684 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aeronca	<b>Registration:</b>	N33778
<b>Model/Series:</b>	65 CA NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1941	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	C13421
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	April 16, 2016 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>		<b>Engine Model/Series:</b>	A&C65 SERIES
<b>Registered Owner:</b>		<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	On file	<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>	4I3	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	13:37 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Scattered / 4900 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.82 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Mount Vernon, OH (6G4 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Wynkoop Airport 6G4	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1041 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Minor
<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 Fatal	<b>Latitude, Longitude:</b>	40.365276,-82.495277

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hatch, Craig
<b>Additional Participating Persons:</b>	Ken Ramos; FAA FSDO; Columbus , OH
<b>Original Publish Date:</b>	November 14, 2017
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=95393">https://data.nts.gov/Docket?ProjectID=95393</a>

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).