

CEN20FA008; On-Scene Summary

History of Flight

On October 17, 2019, about 1650 central daylight time, an Aeronca 7AC (Champ) airplane, N82308, impacted a moving passenger light-truck during short final approach to runway 1 at Martins Aerodrome (WI78), Green Bay, Wisconsin. The private pilot and the truck occupant sustained fatal injuries, and the airplane sustain substantial damage. The airplane was registered to and operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight. Day visual meteorological conditions prevailed, and a flight plan was not filed. The flight departed the Brennand Airport (79C) about 1600 and was destined for WI78.

Summary of conversation with the pilot's mechanic: the pilot departed WI78 earlier that morning and arrived 79C to meet with a mechanic to complete the airplane's annual inspection. The pilot and mechanic ate lunch together, and the pilot departed 79C. During the pilot and mechanic's conversation during the visit, the pilot mentioned that he was concerned about the wet turf runway on one end, and that he preferred to land near the end of the runway.

According to witnesses, who were traveling in vehicles near the collision location, and a pedestrian vehicle dashboard camera, the airplane was about 5 ft over the county highway (Cty MM) when it impacted the front, left (driver) side of the light-truck that was traveling westbound. The airplane remained on top of the truck after the collision. The truck departed the right side of the county highway, entered a ditch, and came to rest near a residential driveway.

Town of Ledgeview Fire Department and Brown County Sheriff's Office performed rescue and extrication efforts on the light-truck occupant. The airplane pilot was pronounced dead at the scene by the local coroner. Brown Country Sheriff's Office deputies secured the accident site until NTSB and FAA arrived on scene at 0930, October 18, 2019.

Personnel Information

Pilot: Mr. John H. Fiddelke, [REDACTED] De Pere, WI

DOB: [REDACTED]

Cert: [REDACTED]; PVT – ASEL, ASES, Inst.

Basic Medical; Online Course completed March 20, 2018; Physical Exam completed March 14, 2018.

Total Flight Hours: Est. 2000 TT.

Flight Review: November 12, 2017; Completed in accident airplane

Light-Truck Driver: Mr. Patrick J. Schounard, Greenleaf, WI

DOB: [REDACTED]

Airplane Information

1946 Aeronca 7AC; Standard Airworthiness – Normal (Replacement Issued 12/10/55)

Continental A-75-8 Engine

Annual/100-hr Inspection: October 17, 2019; Tach 1570

Tach at Accident Site: 1570.68 (Tach damaged in accident – may require additional examination to confirm correct time)

Landing Gear: Fixed tailwheel equipped

Equipment Installed: Electronic Handheld Device (Samsung – retained with Myers Aviation)

Weather Information:

GRB (9 miles W of accident site); 1553 – 330/6, 10 SM, OVC 3800, 10/2, 30.01

GRB; 1653 – Calm, 10 SM, SCT 4200, 10/2, 30.01

Airport Information:

WI78; Martins Aerodrome, Green Bay, WI

Lat/Long: 44.4257500, -87.9350278

Elev: 808 ft

Zip: 54311

Runway 1/19: 2,000 X 100 ft, Turf.

No additional remarks related to the nearby county highway.

End of runway 1 is located about 35 ft from the middle of county highway MM westbound traffic lane.

Wreckage and Impact Information:

Airplane main wreckage, which consisted of the fuselage, wings, and empennage, came to rest onto of the light-truck (2005 Chevrolet Silverado 2500). The engine, propeller, engine mount, and cowling were separated when it impacted a powerline pole after the truck entered the ditch following the collision. The engine assembly came to rest adjacent to the powerline pole. Miscellaneous airplane and truck debris were located on the county highway and ditch. The airplane's left and right main landing gear were located in a ditch on the south side of the county highway. Portions of the airplane windscreen were fragmented and located in the ditch and grass runway. The roadway surface did not show any evidence of skid marks from the light-truck.

The forward fuselage structure was destroyed. The front seat structure remained partially attached to the fuselage, and the front lap belt left attach point was separated from the floor attachment. The lap belt remained latched. No shoulder harnesses were installed.

The left and right wings displayed leading edge damage and were bent down at the fuselage attach points. The empennage and tail surfaces remained relatively undamaged.

Flight control continuity was established from the cockpit controls to all flight control surfaces. The following flight and engine instruments indications:

RPM – 0

Temp – 100°

Oil – 0

ALT – 3,320 ft

AS – 135 MPH

Throttle Lever – Full FWD

Primer – Pulled Out

Fuel Selector – Both

Carb Heat – Out/Damaged

FAA Inspector Saunders examined the grass/turf runway. Landing gear marks were noted from the pilot's hangar to the departure end of runway 1 (consistent with the pilot's departure earlier that day). The south end of the runway turf condition was soft/wet. The north end of the runway turf condition was dry.

The black light-truck left front windshield post and upper door post were crushed to the right consistent with impact from the airplane's main landing gear and lower forward fuselage. The driver's door was removed by rescue personnel during extrication efforts. The truck bed fiberglass topper was separated and located in the ditch near the powerline pole.

Medical Information:

Autopsy and toxicology tests requested.

Additional Information:

FAA Inspector: Milwaukee FSDO, Mr. Joe Saunders [REDACTED]

Aircraft Recovery: Myers Aviation, Oshkosh, WI [REDACTED]

Aircraft Insurance: AIG; Adjuster Jayme Scifres [REDACTED]

Truck Recovery: Glenn's 24-hour Towing; Green Bay, WI (Contact: [REDACTED])

Accident Site Residence: [REDACTED] (Cty Hwy MM), Owner [REDACTED]

Pilot's Flight Instructor: Ms. Noel Clark [REDACTED]

Pilot Friend: Mr. Dennis Martin ([REDACTED])

Miscellaneous Information:

1. Brown County Sheriff's Office provided photos, report, and dashboard camera video to NTSB and FAA investigators. Documentation retained by FAA Inspector Saunders to be exchanged with NTSB IIC during future aircraft examination.
2. Mechanic provided a telephone statement to FAA. FAA to complete telephone interview statement.
3. Glenn's Towing securing light-truck until further examination. Truck may contain "black box" with data.
4. Aircraft records recovered from accident site and retained by FAA inspector. Portion of records photographed by NTSB VIIC.
5. No "Low Flying Aircraft" signage observed on county highway. Not sure if this would be a state, county, or other requirement. WI78 is a private airport.
6. Brown County Sheriff's Office retained truck driver cell phone and wallet. Pilot's cell phone (flip-type phone) retained by sheriff.