



National Transportation Safety Board Aviation Accident Final Report

Location:	NORWOOD, MA	Accident Number:	NYC97LA010
Date & Time:	11/01/1996, 2100 EST	Registration:	N1216T
Aircraft:	Piper PA-28R-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot was returning to his departure airport at 2100, and flew the localizer approach to runway 35. The control tower was closed, and the ATIS stated that the pilot controlled lighting (PCL) was in operation. The pilot stated that he was not able to activate the PCL, and performed a go-around. During the go-around, he was able to activate the runway lights, which included the runway visual approach slope indicator (VASI) for runway 35. During his second approach, while on final, he reduced power at 100 feet and then observed a deer on the runway. The pilot veered the airplane left to avoid the deer, and the airplane touched down on the grass parallel to the runway. After a 300 foot ground roll, the airplane struck the VASI.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to perform a go-around, when an animal obstructed the runway; and his failure to maintain clearance from an obstruction (VASI). Factors relating to the accident were: darkness, an animal (deer) on the runway, and the proximity of the obstruction.

Findings

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

Findings

1. (F) LIGHT CONDITION - NIGHT
2. (F) OBJECT - ANIMAL(S)
3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. (F) OBJECT - VASI LIGHT/SYSTEM
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On November 1, 1996, at 2100 eastern standard time, a Piper PA-28R-200, N1216T, was substantially damaged when it collided with a visual approach slope indicator (VASI), while landing at the Norwood Memorial Airport, Norwood, Massachusetts. The private pilot and two passengers were not injured. Night visual meteorological conditions prevailed for the personal flight that originated at Niagara Falls, New York, at 1825. An instrument flight plan had been filed for the flight conducted under 14 CFR Part 91.

The pilot rented the airplane at the Norwood Memorial Airport (OWD), and flew it to Niagara Falls with two passengers. During the return flight, he flew the OWD localizer approach to runway 35. The OWD control tower was closed, and the ATIS stated that the pilot controlled lighting (PCL) was in operation. The pilot stated that he was not able to activate the PCL, and performed a go-around. During the go-around he was able to activate the runway lights, which included the VASI for runway 35.

He further stated:

"...This ride was smooth and aligned with LOC (localizer), and VASI. I had full flaps and reduced power at about 100 feet. A few seconds later I saw an animal (I believe a deer) just on the runway, and abruptly turned left, but did not pull up. By the time I leveled the wings out, I was hitting the VASI, and then landed on the grass..."

The Norwood Police report stated that there were tire marks in the grass for approximately 300 feet before the VASI lights. It also stated that examination of the airplane revealed "...damage to both wings and tail. There was also a large amount of mud on the underside of the plane..."

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/14/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	740 hours (Total, all aircraft), 250 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1216T
Model/Series:	PA-28R-200 PA-28R-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28R7235238
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	09/05/1996, Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	79 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5257 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	NORWOOD AIR	Rated Power:	200 hp
Operator:	NORWOOD AIR	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	BOS, 20 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	2156 EST	Direction from Accident Site:	50°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	5° C / 3° C
Precipitation and Obscuration:			
Departure Point:	NIAGARA FALLS, NY (IAG)	Type of Flight Plan Filed:	IFR
Destination:	(OWD)	Type of Clearance:	IFR
Departure Time:	1825 EST	Type of Airspace:	Class E

Airport Information

Airport:	NORWOOD MEMORIAL (OWD)	Runway Surface Type:	Asphalt
Airport Elevation:	50 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4007 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L PEARCE	Report Date:	08/29/1997
Additional Participating Persons:	WILLIAM J WILLIAMS; BEDFORD, MA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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