



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GLASGOW, KY	<b>Accident Number:</b>	BF092LA014
<b>Date &amp; Time:</b>	01/01/1992, 2100 EST	<b>Registration:</b>	N40799
<b>Aircraft:</b>	PIPER PA-28-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## Analysis

THE COMMERCIAL PILOT WAS LANDING ON RUNWAY 7 WHEN A DEER ENTERED THE RUNWAY. THE PILOT STATED THAT HE PULLED UP ON THE CONTROL YOKE TO AVOID HITTING THE DEER; HOWEVER, THE DEER STRUCK THE HORIZONTAL STABILIZER CAUSING HIM TO LOSE PITCH CONTROL. HE STATED THAT HE ADDED POWER TO CUSHION HIS DESCENT DURING THE SECOND TOUCHDOWN ATTEMPT, BUT THE AIRCRAFT ASCENDED INTO THE AIR. THIS ACTION CONTINUED FOR ABOUT EIGHT TIMES UNTIL THE LEFT MAIN GEAR BROKE OFF AND THE AIRCRAFT SLID TO A STOP OFF THE RIGHT SIDE OF THE RUNWAY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: DEER ON THE RUNWAY. OTHER RELATED FACTOR WS A DARK NIGHT.

## Findings

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

### Findings

1. (C) OBJECT - ANIMAL(S)
2. (F) LIGHT CONDITION - DARK NIGHT

Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/02/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4100 hours (Total, all aircraft), 1500 hours (Total, this make and model), 3850 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N40799
<b>Model/Series:</b>	PA-28-180 PA-28-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	28-7405067
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	10/01/1991, Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	85 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3655 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A4A
<b>Registered Owner:</b>	SPAN TECH INC.	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	SPAN TECH INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BWG, 715 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	2050 EST	Direction from Accident Site:	73°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4° C / 2° C
Precipitation and Obscuration:			
Departure Point:	CAMPBELLSVILLE, KY (AAS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2045 CST	Type of Airspace:	

## Airport Information

Airport:	GLASGOW MUNI (GLW)	Runway Surface Type:	Asphalt
Airport Elevation:	715 ft	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	4586 ft / 75 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	BEVERLY JOHNSON	Report Date:	03/24/1993
Additional Participating Persons:	BILL VITERNA; LOUISVILLE, KY		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</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](#).