



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	GLASGOW, KY	<b>Accident Number:</b>	BFO92LA014
<b>Date &amp; Time:</b>	01/01/1992, 2100 EST	<b>Registration:</b>	N40799
<b>Aircraft:</b>	PIPER PA-28-180	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SPAN TECH INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A4A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	BWG, 715 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	4 °C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CAMPBELLSVILLE, KY (AAS)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	GLASGOW MUNI (GLW)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	7	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4586 ft / 75 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	BEVERLY JOHNSON	<b>Adopted Date:</b>	03/24/1993
<b>Investigation Docket:</b>	NTSB accident and incident docket 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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.