



National Transportation Safety Board Aviation Accident Factual Report

Location:	Laytonsville, MD	Accident Number:	NYC04CA022
Date & Time:	11/01/2003, 1715 EST	Registration:	N70800
Aircraft:	Cessna 182M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On November 1, 2003, about 1715 eastern standard time, a Cessna 182M, N70800, was substantially damaged while landing at Davis Airport (W50), Laytonsville, Maryland. The certificated commercial pilot and two passengers were not injured. Visual meteorological conditions prevailed for the personal flight which originated from Chester County Airport (40N), Coatsville, Pennsylvania. No flight plan had been filed for the flight that was conducted under 14 CFR Part 91.

In the NTSB Accident report, the pilot stated:

"On final approach, as I was making the transition to the landing attitude, several deer ran directly in front of the plane. To avoid hitting the deer, I pushed the throttle to full power and raised the nose of the plane."

"Immediately after raising the nose, the plane stalled, and hit the ground. After impact, I pulled the power back and continued to hold back pressure on the yoke until the plane came to a complete stop, approximately 50 from the runway."

In a follow-up telephone interview, the pilot reported that he had selected landing flaps, his airspeed was 70 mph, and he was trying to land on or near to the approach end of the runway. The airplane struck the ground at the edge of the cornfield, and slid for about 100 feet, stopping about 50 feet from the approach end of the runway. As the airplane was sliding, the pilot observed another deer run from right to left, in front of the airplane. The pilot also reported that the nose landing gear was separated from the airplane, the firewall was wrinkled, and the lower fuselage aft of the firewall was crushed upward.

A witness reported that deer are common around the airport, including the corn field which extends to within 150 feet of the approach end of the runway. In addition, a homeowner who lived nearby to the airport reported that immediately after the accident, he saw several deer running away from the vicinity of the accident site.

According to FAA data, runway 26 was a combination turf/asphalt surface runway which was 2,050 feet long and 25 feet wide.

According to the Cessna 182M Owner's Manual, at maximum gross weight, 2,800 pound, sea level, and 59 degrees F, the airplane would require a total distance of 1,350 feet to clear a 50-foot obstacle and stop. This included a ground roll of 590 feet. At 2,500 feet, and a temperature of 50 degrees F, the total to clear a 50-foot obstacle and stop increased to 1,430 feet, and the ground roll increased to 640 feet. According to the chart, for dry grass runways, the total distance should be increased by 20 percent, for a total distance of 1,620 feet at sea level, or 1,7616 feet at 2,500 feet elevation. There was no compensation on the chart for non-standard temperatures.

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	09/04/2002
Occupational Pilot:		Last Flight Review or Equivalent:	11/06/2002
Flight Time:	2200 hours (Total, all aircraft), 134 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N70800
Model/Series:	182M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18259367
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/01/2003, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	43 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3445 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-R
Registered Owner:	On file	Rated Power:	230 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FDK, 304 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1722 EST	Direction from Accident Site:	325°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	21° C / 15° C
Precipitation and Obscuration:			
Departure Point:	Coatsville, PA (40N)	Type of Flight Plan Filed:	None
Destination:	Laytonsville, MD (W50)	Type of Clearance:	None
Departure Time:	1630 EST	Type of Airspace:	Class G

Airport Information

Airport:	Laytonsville (W50)	Runway Surface Type:	Asphalt; Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	2005 ft / 25 ft	VFR Approach/Landing:	Full Stop; Straight-in

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:	39.244444, -77.148611

Administrative Information

Investigator In Charge (IIC):	Robert L Hancock
Additional Participating Persons:	John Cumberpatch; Federal Aviation Administration; Baltimore, MD
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .