



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Laytonsville, MD	<b>Accident Number:</b>	NYC04CA022
<b>Date &amp; Time:</b>	11/01/2003, 1715 EST	<b>Registration:</b>	N70800
<b>Aircraft:</b>	Cessna 182M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

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

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## Analysis

The pilot was on final approach, with landing flaps, at a low altitude, transitioning to land when deer ran in front of the airplane. The pilot reported that he thought the airplane would strike the deer, and abruptly pulled back on the control wheel. He also added power; however, the pitch up preceded the engine responding. The pilot said the stall horn sounded momentarily, and then the airplane descended in a nose down attitude and struck the ground, about 150 feet short of the runway and slid for 100 feet. The nose landing gear collapsed, the lower fuselage was crushed, and the firewall was wrinkled. A witness reported that the final approach course brought the airplane over a corn field, where deer have been seen before. The landing distance chart from the Owner's manual revealed the airplane could have crossed the end of the runway at 50 feet, and still stopped within the remaining runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's abrupt evasive maneuver to avoid the deer, which resulted in the loss of airspeed and an inadvertent stall.

## Findings

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Occurrence #1: ABRUPT MANEUVER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) OBJECT - ANIMAL(S)
  2. (C) EVASIVE MANEUVER - ABRUPT - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - CROP
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Occurrence #4: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	54, 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
<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/04/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	11/06/2002
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N70800
<b>Model/Series:</b>	182M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18259367
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/01/2003, Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	43 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3445 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470-R
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	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	Report Date:	06/30/2004
Additional Participating Persons:	John Cumberpatch; Federal Aviation Administration; Baltimore, MD		
Publish Date:			
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 <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](#).