



Aviation Investigation Final Report

Location:	JONESBORO, Georgia	Accident Number:	ATL93LA076
Date & Time:	April 17, 1993, 12:33 Local	Registration:	N2738K
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE WAS LANDING THE AIRPLANE IN A STRONG LEFT CROSSWIND. AS THE AIRPLANE TOUCHED DOWN, A DEER DARTED ACROSS THE RUNWAY, FROM THE RIGHT. HE SWERVED ABRUPTLY TO THE RIGHT TO AVOID THE DEER, AND WAS UNABLE TO RECOVER DIRECTIONAL CONTROL. THE LEFT WING DRAGGED THE GROUND AND THE AIRPLANE NOSED OVER WHEN IT ROLLED INTO A SHALLOW, WIDE DITCH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's abrupt and excessive swerve to avoid a deer on the runway. A factor was the strong crosswind that precluded the pilot's directional control recovery.

Findings

Occurrence #1: ABRUPT MANEUVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) GROUND LOOP/SWERVE - EXCESSIVE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (F) WEATHER CONDITION - CROSSWIND

3. (F) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: LANDING - ROLL

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On April 17, 1993, at about 1233 eastern daylight time, a Cessna 180, N2738K, veered out of control, during an attempt to avoid a deer, while landing at Jonesboro, Georgia. The airplane was operated by the pilot under 14 CFR Part 91 and visual flight rules. Visual meteorological conditions prevailed. A flight plan was not filed for the personal flight. There were no injuries to the airline transport pilot, while the airplane was substantially damaged. Origination of the flight was a private airstrip at McDonough, Georgia at about 1145 on the same day.

The pilot reported that a deer crossed the runway, just as he touched down with the left wheel on runway 06. A left crosswind existed. He swerved right to avoid colliding with the deer, and was unable to recover from the abrupt maneuver. The left wing contacted the ground, the left wheel was locked with the brakes, and the airplane hit a ditch about 150 feet to the right side of the runway. It then nosed over. Examination of the accident site revealed that there were fresh deer tracks leading from the woods adjacent to the taxiway to the runway.

Pilot Information

Certificate:	Airline transport	Age:	53, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 26, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 2200 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2738K
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1853052
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 9, 1992 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	57 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1296 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	ELLIS, DONALD E.	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ATL ,1100 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 1°C
Precipitation and Obscuration:			
Departure Point:	MCDONOUGH , GA (NONE)	Type of Flight Plan Filed:	None
Destination:	(9A7)	Type of Clearance:	None
Departure Time:	12:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	SOUTH EXPRESSWAY 9A7	Runway Surface Type:	Asphalt
Airport Elevation:	920 ft msl	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	2980 ft / 30 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.519783,-84.349754(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	GUILLERMO HEREDIA; COLLEGE PARK , GA
Original Publish Date:	June 30, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3200

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).