



Aviation Investigation Final Report

Location:	CLARKSVILLE, Maryland	Accident Number:	NYC00LA045
Date & Time:	December 5, 1999, 14:35 Local	Registration:	N5260S
Aircraft:	Cessna TR 182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot maneuvered the airplane to avoid two or three deer that enter the runway from the right while he was executing a takeoff.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Deer that entered the runway environment while the pilot was executing a takeoff.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) OBJECT - ANIMAL(S)
2. EVASIVE MANEUVER - INITIATED - PILOT IN COMMAND
3. (F) OBJECT - TREE(S)

Factual Information

On December 5, 1999, about 1435 eastern standard time, a Cessna TR 182, N5260S, was substantially damaged during takeoff at Haysfield Airport, Clarksville, Maryland. The certificated private pilot, and two passengers sustained minor injuries. Visual meteorological conditions prevailed for the personal local flight. No flight plan was filed, and the flight was conducted under 14 CFR Part 91.

According to a Federal Aviation Administration Inspector that responded to the accident, the airplane was using runway 13 for departure. Records indicate that the runway was grassed covered, and 2,400 feet long by 85 feet wide.

Examination of ground marks revealed a set of "faint" tracks, consistent with wheel marks, 600 to 1,000 feet down the runway. The marks departed the runway to the left, and were oriented on an approximate heading of 100 degrees magnetic. A tree, approximately 10 feet tall, to the left of the runway and along the debris path was knocked down. Another tree, approximately 88 feet farther, had fresh cut marks. Sixty two feet beyond the second tree, were ground scars, and 15 beyond that was a second set of ground scars. The airplane came to rest approximately 190 feet from the first tree, with the fuselage pointing about 195 degrees magnetic.

The pilot reported that he maneuvered the airplane to avoid two or three deer he saw enter the runway from the right.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 23, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	197 hours (Total, all aircraft), 19 hours (Total, this make and model), 58 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5260S
Model/Series:	TR 182 TR 182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18201527
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 30, 1999 Annual	Certified Max Gross Wt.:	3112 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2946 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540
Registered Owner:	WILLIAM DAVIS	Rated Power:	235 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:	BWI ,150 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	14:54 Local	Direction from Accident Site:	98°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MD24)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	HAYSFIELD MD45	Runway Surface Type:	Grass/turf
Airport Elevation:	420 ft msl	Runway Surface Condition:	Vegetation
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	2400 ft / 85 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	39.270381,-76.830184(est)

Administrative Information

Investigator In Charge (IIC):	Muzio, David
Additional Participating Persons:	FRANK S PHILLIPS; BALTIMORE , MD
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48384

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).