



Aviation Investigation Final Report

Location:	Stow, Massachusetts	Accident Number:	IAD05CA106
Date & Time:	July 27, 2005, 21:50 Local	Registration:	N28860
Aircraft:	Grumman American AA-5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the night landing rollout, the pilot observed a deer running toward the runway from left to right. Shortly thereafter, the left wing struck the deer, resulting in substantial damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An inadvertent collision with a deer during the landing roll. A factor was the night lighting conditions.

Findings

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

Findings

1. (C) OBJECT - ANIMAL(S)
2. (F) LIGHT CONDITION - NIGHT

Factual Information

On July 27, 2005, about 2150 eastern daylight time, a Grumman American AA-5B, N28860, was substantially damaged when it struck a deer while landing at Minute Man Air Field (6B6), Stow, Massachusetts. The certificated commercial pilot and passenger were not injured. Night visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the 14 CFR Part 91 personal flight, which departed Buffalo-Lancaster Airport (BQR), Lancaster, New York, about 1915.

According to a written statement submitted by the pilot, the airplane touched down about 500 feet from the approach end of runway 21. About 2 - 4 seconds later, the pilot saw a brown and white deer bounding toward the runway, from left to right. The pilot yelled out, "Deer!", then lost sight of it. She thought that it may have run behind the airplane, but subsequently felt a left "pull" on the rudder pedals. The airplane continued straight, and the subsequent rollout and taxi were uneventful.

After parking the airplane, examination revealed that the left wing had incurred substantial damage. The pilot and her passenger subsequently drove their automobile up and down the runway, but could not find the deer.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	46, Female
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	April 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1818 hours (Total, all aircraft), 260 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman American	Registration:	N28860
Model/Series:	AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	AA5B-0567
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	0-360-A4K
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Lancaster, NY (BQR)	Type of Flight Plan Filed:	IFR
Destination:	Stow, MA (6B6)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Minute Man Air Field 6B6	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	21	IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	42.460277,-71.517776

Administrative Information

Investigator In Charge (IIC):	Muzio, David
Additional Participating Persons:	
Original Publish Date:	October 27, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62017

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](#).