



Aviation Investigation Final Report

Location:	Eureka, California	Accident Number:	WPR12CA073
Date & Time:	January 1, 2012, 16:30 Local	Registration:	N45WM
Aircraft:	MCADAM W E CHRISTEN EAGLE II	Aircraft Damage:	Substantial
Defining Event:	Airport occurrence	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the landing flare, he noticed a deer (or possibly several deer) move onto the runway. In response, he added power and attempted to maneuver away from the animal(s). The airplane impacted what he believed to be a deer. The pilot realized that the airplane had likely incurred damage that could hinder further flight, so he retarded the engine power and landed without further incident. The left wing sustained substantial damage to the leading edge. The pilot reported no mechanical malfunctions or failures with the airplane that would have precluded normal operation. The Federal Aviation Administration Airport Facilities Directory for the airport contained a note stating that there are deer occasionally on the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A collision with a deer while landing.

Findings

Environmental issues	Animal(s)/bird(s) - Effect on equipment
Environmental issues	Animal(s)/bird(s) - Ability to respond/compensate

Factual Information

History of Flight

Landing-landing roll	Airport occurrence (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	58,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 11, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1131 hours (Total, all aircraft), 348 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCADAM W E	Registration:	N45WM
Model/Series:	CHRISTEN EAGLE II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	MCADAM-0001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	AEIO-360-A1D
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	N/A - None - Dust or sand whirls		
Departure Point:	Eureka, CA (EKA)	Type of Flight Plan Filed:	Unknown
Destination:	Eureka, CA (EKA)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Murray Field Airport EKA	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	40.803333,-124.112777(est)

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Matthew DeSeelhorst; Federal Aviation Administration; Oakland, CA
Original Publish Date:	May 3, 2012
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=82591

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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](#).