



Aviation Investigation Final Report

Location:	New Haven, Connecticut	Accident Number:	ERA12CA592
Date & Time:	September 20, 2012, 14:02 Local	Registration:	C-FEMT
Aircraft:	Learjet 36A	Aircraft Damage:	Substantial
Defining Event:	Wildlife encounter (non-bird)	Injuries:	5 None
Flight Conducted Under:	Part 129: Foreign		

Analysis

According to the pilot, during the takeoff roll, he noticed two deer on the right side of the runway that were moving into the path of the airplane. He aborted the takeoff and applied maximum braking, but the airplane subsequently struck a deer with the right wing, resulting in substantial damage to the spar. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. Airport personnel indicated that deer are not a known problem at the airport and that postaccident discussions between airport personnel and the Federal Aviation Administration (FAA) are underway to install a full airport perimeter fence. In addition, the airport readjusted the agreement with the United States Department of Agriculture Wildlife Management Division in order to improve wildlife hazard mitigation strategies.

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 takeoff roll.

Findings

Environmental issues	Animal(s)/bird(s) - Ability to respond/compensate
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Factual Information

History of Flight

Takeoff-rejected takeoff	Wildlife encounter (non-bird) (Defining event)
Takeoff-rejected takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport	Age:	39,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	May 7, 2012
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 9, 2012
Flight Time:	5300 hours (Total, all aircraft), 3300 hours (Total, this make and model), 4800 hours (Pilot In Command, all aircraft), 158 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial; Foreign	Age:	31,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 18, 2012
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 24, 2012
Flight Time:	1928 hours (Total, all aircraft), 121 hours (Total, this make and model), 270 hours (Pilot In Command, all aircraft), 121 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Learjet	Registration:	C-FEMT
Model/Series:	36A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	024
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 30, 2012 Continuous airworthiness	Certified Max Gross Wt.:	18300 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	21086 Hrs as of last inspection	Engine Manufacturer:	Honeywell
ELT:	Installed, not activated	Engine Model/Series:	TFE731-2B-2C
Registered Owner:	Fox Flight, Inc.	Rated Power:	3500 Lbs thrust
Operator:	Fox Flight, Inc.	Operating Certificate(s) Held:	Foreign air carrier (129)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HVN,12 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	20°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New Haven, CT (HVN)	Type of Flight Plan Filed:	IFR
Destination:	(CYYR)	Type of Clearance:	IFR
Departure Time:	14:01 Local	Type of Airspace:	

Airport Information

Airport:	Tweed-New Haven Airport HVN	Runway Surface Type:	Asphalt
Airport Elevation:	12 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	5600 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	41.258056,-72.886665(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Manoli Papagianneris; FAA/FSDO; Winsor Locks, CT
Original Publish Date:	April 10, 2013
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=85419

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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](#).