



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Hudson, New York                     | <b>Accident Number:</b> | GAA18CA420  |
| <b>Date &amp; Time:</b>        | June 29, 2018, 21:45 Local           | <b>Registration:</b>    | N615EM      |
| <b>Aircraft:</b>               | Cirrus SR22                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Wildlife encounter (non-bird)        | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

According to the pilot, following a night visual flight rules cross-country flight, he overflew the destination airport at 1,500 ft above ground level and set up a normal approach. Just before touchdown, he saw a deer walk onto the runway from the right and collide with the left main landing gear, which then separated from the airplane. As the airplane settled, the left wing struck the runway, and the airplane veered left. The airplane exited the left side of the runway and collided with a drainage culvert.

The airplane sustained substantial damage the left wing spar and the left main landing gear attachment points.

The airport facility directory did not contain a note to caution that deer were in the vicinity of the airport.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Collision with a deer during landing.

## Findings

|                             |  |
|-----------------------------|--|
| <b>Environmental issues</b> | Animal(s)/bird(s) - Effect on operation            |
| <b>Aircraft</b>             | Directional control - Attain/maintain not possible |
| <b>Environmental issues</b> | (general) - Contributed to outcome                 |

## Factual Information

### History of Flight

|                                |  |
|--------------------------------|--|
| <b>Landing-flare/touchdown</b> | Wildlife encounter (non-bird) (Defining event) |
| <b>Landing-landing roll</b>    | Loss of control on ground                      |
| <b>Landing-landing roll</b>    | Collision with terr/obj (non-CFIT)             |
| <b>Landing-landing roll</b>    | Part(s) separation from AC                     |
| <b>Landing-landing roll</b>    | Runway excursion                               |

### Pilot Information

|                                  |  |  |                  |
|----------------------------------|--|--|------------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 31,Male          |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Left             |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   | 4-point          |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             | No               |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No               |
| <b>Medical Certification:</b>    | Class 3 Without waivers/limitations  | <b>Last FAA Medical Exam:</b>            | August 4, 2016   |
| <b>Occupational Pilot:</b>       | No   | <b>Last Flight Review or Equivalent:</b> | January 20, 2018 |
| <b>Flight Time:</b>              | (Estimated) 680.2 hours (Total, all aircraft), 113.8 hours (Total, this make and model), 633.2 hours (Pilot In Command, all aircraft), 53.4 hours (Last 90 days, all aircraft), 14.5 hours (Last 30 days, all aircraft), 1.8 hours (Last 24 hours, all aircraft) |  |                  |

## Aircraft and Owner/Operator Information

|                                      |                               |                                       |                 |
|--------------------------------------|-------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cirrus                        | <b>Registration:</b>                  | N615EM          |
| <b>Model/Series:</b>                 | SR22 No Series                | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 2010                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                        | <b>Serial Number:</b>                 | 3682            |
| <b>Landing Gear Type:</b>            | Tricycle                      | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | January 16, 2018 Annual       | <b>Certified Max Gross Wt.:</b>       | 3400 lbs        |
| <b>Time Since Last Inspection:</b>   |                               | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 880 Hrs at time of accident   | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | C126 installed, not activated | <b>Engine Model/Series:</b>           | IO-550-N        |
| <b>Registered Owner:</b>             |                               | <b>Rated Power:</b>                   | 310 Horsepower  |
| <b>Operator:</b>                     |                               | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|   |                         |   |                   |
|---|-------------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)            | <b>Condition of Light:</b>                  | Night             |
| <b>Observation Facility, Elevation:</b> | KDDH, 826 ft msl        | <b>Distance from Accident Site:</b>         | 41 Nautical Miles |
| <b>Observation Time:</b>                |                         | <b>Direction from Accident Site:</b>        | 29°               |
| <b>Lowest Cloud Condition:</b>          |                         | <b>Visibility</b>                           | 10 miles          |
| <b>Lowest Ceiling:</b>                  |                         | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | /                       | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  |                         | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 29.96 inches Hg         | <b>Temperature/Dew Point:</b>               | 22°C / 18°C       |
| <b>Precipitation and Obscuration:</b>   |                         |   |                   |
| <b>Departure Point:</b>                 | College Park, MD (CGS ) | <b>Type of Flight Plan Filed:</b>           | VFR               |
| <b>Destination:</b>                     | Hudson, NE (1B1 )       | <b>Type of Clearance:</b>                   | VFR; IFR          |
| <b>Departure Time:</b>                  | 20:03 Local             | <b>Type of Airspace:</b>                    | Class G           |

## Airport Information

|                             |                     |                                  |                           |
|-----------------------------|---------------------|----------------------------------|---------------------------|
| <b>Airport:</b>             | Columbia County 1B1 | <b>Runway Surface Type:</b>      | Asphalt                   |
| <b>Airport Elevation:</b>   | 198 ft msl          | <b>Runway Surface Condition:</b> | Dry                       |
| <b>Runway Used:</b>         | 21                  | <b>IFR Approach:</b>             | None                      |
| <b>Runway Length/Width:</b> | 5350 ft / 100 ft    | <b>VFR Approach/Landing:</b>     | Full stop;Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 42.291389,-73.710281(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Hicks, Michael  |
| <b>Additional Participating Persons:</b> | Todd P Moses; FAA; Albany, NY   |
| <b>Original Publish Date:</b>            | March 18, 2019  |
| <b>Note:</b>                             | This accident report documents the factual circumstances of this accident as described to the NTSB.   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=97759">https://data.nts.gov/Docket?ProjectID=97759</a> |

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