



National Transportation Safety Board Aviation Accident Final Report

Location:	Miami, FL	Accident Number:	MIA05LA084
Date & Time:	03/30/2005, 0735 EST	Registration:	N811BC
Aircraft:	Swearingen SA227-AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

"THIS CASE WAS MODIFIED MAY 30, 2006."

The pilot stated that the landing on runway 27 had initially been without incident. During the landing rollout, while the engines were in reverse and brakes were being applied, one of several deer which had entered the airport property, crossed the runway, and impacted the airplane's nose wheel. The impact threw the deer into the left propeller, and the propeller was detached and it punctured the fuselage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
"THIS CASE WAS MODIFIED MAY 30, 2006."

The airplane's inadvertent impact with one of several deer that had entered the airport property and crossed the runway during the landing rollout.

Findings

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

Findings

1. (C) SECURITY - INADEQUATE - AIRPORT PERSONNEL
2. OBJECT - ANIMAL(S)

Factual Information

On March 30, 2005, 0735 eastern standard time, a Swearingen SA227-AC, N811BC, registered to International Bonded Couriers Inc., and operated by IBC Airways Inc., as a Title 14 CFR Part 91 instructional flight, impacted a deer while landing at Dade-Collier Training and Transition Airport, Miami, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The airline transport-rated pilot and copilot/check airman were not injured, and the airplane incurred substantial damage. The flight originated the same day at Miami International Airport, Miami, Florida, about 0730.

The pilot stated that he was undergoing a 6-month flight proficiency check with the company's chief pilot. He further stated that they were performing their first approach of the day to runway 09, with a circle to land on runway 27, and that the landing on runway 27 had initially been without incident. According to the pilot, during the landing rollout, the chief pilot told him that deer were crossing, and he saw that a group of deer had crossed from right to left, and were no longer a factor at the time. The pilot said that he had already placed the engines in full reverse, and was applying heavy braking when he noticed another three or four deer crossing the runway from the right. He said that one deer crossed in front of the airplane, struck the nose wheel, and was thrown into the left propeller. The impact killed the deer, and detached the propeller, which punctured the fuselage.

This report was modified on May 30, 2006.

Pilot Information

Certificate:	Airline Transport	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/28/2005
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3500 hours (Total, all aircraft), 250 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/01/2005
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	15700 hours (Total, all aircraft), 1500 hours (Total, this make and model), 15600 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Swearingen	Registration:	N811BC
Model/Series:	SA227-AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AC463
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	03/10/2005, Continuous Airworthiness	Certified Max Gross Wt.:	14500 lbs
Time Since Last Inspection:	54 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	32203 Hours at time of accident	Engine Manufacturer:	Honeywell
ELT:	Installed, not activated	Engine Model/Series:	TPE331-11U-61
Registered Owner:	International Bonded Couriers Inc.,	Rated Power:	1100 hp
Operator:	International Bonded Couriers Inc.,	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	IBC Airways Inc.,	Operator Designator Code:	OZCA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIA, 8 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	0753 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Few / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	19° C / 15° C
Precipitation and Obscuration:			
Departure Point:	Miami, FL (MIA)	Type of Flight Plan Filed:	None
Destination:	Miami, FL (TNT)	Type of Clearance:	IFR
Departure Time:	EST	Type of Airspace:	Class E

Airport Information

Airport:	Dade-Collier Training and Tran (TNT)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	Circling
Runway Length/Width:	10400 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	25.861667, -80.896944

Administrative Information

Investigator In Charge (IIC):	John W Lovell	Report Date:	07/07/2005
Additional Participating Persons:	Dave Avery; FAA FSDO; Miami, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).