



Aviation Investigation Final Report

Location:	Troy, Alabama	Accident Number:	ERA21LA186
Date & Time:	April 11, 2021, 09:15 Local	Registration:	N299HP
Aircraft:	Piper PA-32R-301	Aircraft Damage:	Substantial
Defining Event:	Wildlife encounter (non-bird)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, seconds after touchdown, a deer impacted the leading edge of the right wing and then impacted the right side of the fuselage. Neither the pilot nor his passenger observed the deer before impact. He observed the deer lying on the runway and taxied to the ramp and to examine the damage. An inspector with the Federal Aviation Administration confirmed that the damage to the fuselage was substantial.

Probable Cause and Findings

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

An unanticipated encounter with a deer shortly after touchdown, resulting in a collision and substantial damage to the airframe.

Findings

Environmental issues	Animal(s)/bird(s) - Contributed to outcome
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Factual Information

History of Flight

Landing-landing roll	Wildlife encounter (non-bird) (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor; Military	Age:	52, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 3, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 30, 2020
Flight Time:	11512 hours (Total, all aircraft), 86 hours (Total, this make and model), 104 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N299HP
Model/Series:	PA-32R-301	Aircraft Category:	Airplane
Year of Manufacture:	1999	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3246136
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	October 1, 2020 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	68 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2306 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1G5
Registered Owner:	On file	Rated Power:	300
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:	TOI,397 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:	Broken / 1400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.79 inches Hg	Temperature/Dew Point:	20°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Huntsville, AL (MDQ)	Type of Flight Plan Filed:	IFR
Destination:	Troy, AL	Type of Clearance:	IFR
Departure Time:	08:06 Local	Type of Airspace:	Class D

Airport Information

Airport:	TROY MUNI AT N KENNETH CAMPBELL FLD TOI	Runway Surface Type:	Asphalt
Airport Elevation:	397 ft msl	Runway Surface Condition:	Dry
Runway Used:	07/25	IFR Approach:	None
Runway Length/Width:	6197 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.86,-86.013889(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Clay Caessens; FAA/FSDO; Birmingham, AL
Original Publish Date:	July 16, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=102915

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](#).