



Aviation Investigation Final Report

Location:	Portland, Indiana	Accident Number:	CEN21LA279
Date & Time:	June 18, 2021, 20:30 Local	Registration:	N310LC
Aircraft:	Cessna 310R	Aircraft Damage:	Substantial
Defining Event:	Wildlife encounter (non-bird)	Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

During the landing flare, a deer ran onto the left side of the runway and collided with the airplane; the left main landing gear separated from the airplane. The airplane veered to the left and continued off the runway into a ditch. The airplane sustained substantial damage to the left wing and left horizontal stabilizer. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The airport does not have a perimeter fence for wildlife hazard mitigation.

Probable Cause and Findings

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

The airplane’s collision with a deer on the runway during landing.

Findings

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

Factual Information

History of Flight

Landing	Wildlife encounter (non-bird) (Defining event)
Landing-landing roll	Runway excursion

On June 18, 2021, about 2030 eastern daylight time, a Cessna 310R airplane, N310LC, sustained substantial damage when it was involved in an accident at Portland Municipal Airport (PLD), Portland, Indiana. The pilot and passenger were not injured. The flight was operated as a Title 14 *Code of Federal Regulations* Part 135 on-demand air taxi flight.

The pilot reported that he diverted to PLD due to thunderstorms. During the landing flare, a deer ran onto the left side of the runway and collided with airplane, separating the left main landing gear from the airplane. The airplane veered to the left and continued off the runway into a ditch. The airplane sustained substantial damage to the left wing and left horizontal stabilizer.

The airport does not have a perimeter fence for wildlife hazard mitigation.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	32, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	February 19, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 2, 2021
Flight Time:	1486.6 hours (Total, all aircraft), 227.7 hours (Total, this make and model), 1396.1 hours (Pilot In Command, all aircraft), 195.5 hours (Last 90 days, all aircraft), 79.5 hours (Last 30 days, all aircraft), 7.9 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N310LC
Model/Series:	310R	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310R1595
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 27, 2021 Annual	Certified Max Gross Wt.:	5680 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	6179.8 Hrs	Engine Manufacturer:	Continental Motors
ELT:	Installed	Engine Model/Series:	IO-520-MB1B
Registered Owner:	SONRISE AVIATION LLC	Rated Power:	285 Horsepower
Operator:	B & F Aviation Inc	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	SONRISE AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMIE,937 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	235°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.78 inches Hg	Temperature/Dew Point:	28°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lake Geneva, WI (C02)	Type of Flight Plan Filed:	IFR
Destination:	Portland, IN	Type of Clearance:	IFR
Departure Time:	18:17 Local	Type of Airspace:	Class E

Airport Information

Airport:	PORTLAND MUNI PLD	Runway Surface Type:	Asphalt
Airport Elevation:	925 ft msl	Runway Surface Condition:	Dry
Runway Used:	09/27	IFR Approach:	None
Runway Length/Width:	4002 ft / 75 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:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.451543,-84.988608(est)

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Christopher Austin; Federal Aviation Administration; Indianapolis, IN
Original Publish Date:	October 13, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=103296

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](#).