



Aviation Investigation Final Report

Location:	Guthrie, Oklahoma	Accident Number:	CEN23LA055
Date & Time:	November 27, 2022, 11:43 Local	Registration:	N99JT
Aircraft:	CIRRUS DESIGN CORP SR22T	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 while in the landing flare, a deer ran in front of the airplane from the right side. He initiated a go-around, but the deer struck the left wing and the airplane veered off the left side of the runway. The airplane sustained substantial damage to the left wing. No preaccident mechanical failures or malfunctions with the airplane were found 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:

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

Findings

Environmental issues	Animal(s)/bird(s) - Effect on equipment
Environmental issues	Animal(s)/bird(s) - Ability to respond/compensate

Factual Information

History of Flight

Landing-landing roll	Wildlife encounter (non-bird) (Defining event)
Landing-landing roll	Loss of control on ground

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 19, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 17, 2022
Flight Time:	177 hours (Total, all aircraft), 42.7 hours (Total, this make and model), 106 hours (Pilot In Command, all aircraft), 42.7 hours (Last 90 days, all aircraft), 18.8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N99JT
Model/Series:	SR22T	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8783
Landing Gear Type:	Tricycle	Seats:	5
Date/Type of Last Inspection:	August 26, 2022 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	53.6 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	TSIO550K2B
Registered Owner:	Nunavat Aviation, LLC	Rated Power:	315 Horsepower
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:	KGOK,1065 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	49°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	7°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Augusta, KS (3AU)	Type of Flight Plan Filed:	None
Destination:	Guthrie, OK (KGOK)	Type of Clearance:	VFR
Departure Time:	11:02 Local	Type of Airspace:	Class G

Airport Information

Airport:	GUTHRIE-EDMOND RGNL GOK	Runway Surface Type:	Concrete
Airport Elevation:	1069 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	5001 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	35.850637,-97.415929

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Drue Cassidy; FAA FSDO; Oklahoma City, OK
Original Publish Date:	January 9, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106378

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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](#).