



# Aviation Investigation Final Report

<b>Location:</b>	Williamston, North Carolina	<b>Accident Number:</b>	ERA24LA025
<b>Date &amp; Time:</b>	October 28, 2023, 17:25 Local	<b>Registration:</b>	N19YM
<b>Aircraft:</b>	Cessna 305	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Wildlife encounter (non-bird)	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

Just prior to touch down, the pilot saw a deer to his left. As the airplane settled, he corrected to the right to avoid the deer but over-corrected and could not straighten the airplane's path. He added full power to attempt a go-around maneuver; however, the airplane exited the right side of the runway and collided with a drainage culvert. The airplane sustained substantial damage to the fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions 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:

Loss of directional control to avoid a deer during landing, which resulted in a runway excursion and collision with a culvert.

## Findings

<b>Environmental issues</b>	Animal(s)/bird(s) - Ability to respond/compensate
<b>Aircraft</b>	Directional control - Not attained/maintained

## 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:	Airline transport; Flight instructor	Age:	66,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 6, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 12, 2022
Flight Time:	12000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 10500 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

### Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	4-point
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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N19YM
<b>Model/Series:</b>	305 A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1952	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	22827
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 8, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6400 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental Motors
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470-11
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<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>	Day
<b>Observation Facility, Elevation:</b>	PVG, 23 ft msl	<b>Distance from Accident Site:</b>	66 Nautical Miles
<b>Observation Time:</b>	17:55 Local	<b>Direction from Accident Site:</b>	32°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	Unknown / Unknown
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	Unknown / N/A
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Southern Pines, NC (SOP)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Williamston, NC	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MARTIN COUNTY MCZ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	74 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	03	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 70 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	35.862193,-77.178201(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Spencer, Lynn
<b>Additional Participating Persons:</b>	Patricia Chriscoe; FAA/FSDO; Greensboro, NC
<b>Original Publish Date:</b>	December 13, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193329">https://data.nts.gov/Docket?ProjectID=193329</a>

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](#).