



# Aviation Investigation Final Report

<b>Location:</b>	Kinston, North Carolina	<b>Accident Number:</b>	ERA23LA152
<b>Date &amp; Time:</b>	March 5, 2023, 00:30 UTC	<b>Registration:</b>	N2527L
<b>Aircraft:</b>	Cessna 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Wildlife encounter (non-bird)	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor reported that while performing a touch-and-go landing at night, just prior to rotation speed, the pilot receiving instruction noticed a deer coming from the infield area. The flight instructor also saw a deer and heard a “clump” noise. The flight instructor reduced the engine power to idle and exited the runway. After taxiing to the ramp, the pilot and flight instructor noted damage to the airplane and subsequently airport operations personnel found one deceased and one injured deer near the landing runway. The deer strike resulted in substantial damage to the left horizontal stabilizer. The flight instructor reported that there were no preaccident mechanical malfunctions or failures 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:

The airplane’s impact with two deer while performing a takeoff at night.

## Findings

<b>Environmental issues</b>	Animal(s)/bird(s) - Effect on equipment
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## Factual Information

### History of Flight

Takeoff	Wildlife encounter (non-bird) (Defining event)
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### Flight instructor Information

Certificate:	Commercial; Flight instructor; Remote	Age:	24,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 30, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 12, 2022
Flight Time:	1790 hours (Total, all aircraft), 150 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

### Student pilot Information

Certificate:	Private	Age:	33,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 23, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 30, 2022
Flight Time:	339 hours (Total, all aircraft), 3 hours (Total, this make and model), 291 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2527L
<b>Model/Series:</b>	172 H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1966	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17255727
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 1, 2023 100 hour	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2325 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	MAST AVIATION LLC	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	MAST AVIATION LLC	<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>	Night/bright
<b>Observation Facility, Elevation:</b>	ISO,94 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	19:56 Local	<b>Direction from Accident Site:</b>	234°
<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>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.22 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	South Boston, VA (W78)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Kinston, NC	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	KINSTON REGIONAL JETPORT AT STALLINGS FIELD ISO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	92 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	11498 ft / 150 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	35.330336,-77.60979(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Young, Joshua
<b>Additional Participating Persons:</b>	Corey Paczkowski; FAA/FSDO; Greensboro, NC
<b>Original Publish Date:</b>	June 23, 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=106900">https://data.nts.gov/Docket?ProjectID=106900</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](#).