



# Aviation Investigation Final Report

<b>Location:</b>	Mount Pleasant, Michigan	<b>Accident Number:</b>	CEN24LA023
<b>Date &amp; Time:</b>	October 22, 2023, 19:00 Local	<b>Registration:</b>	N8088E
<b>Aircraft:</b>	Piper PA-28-201T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Wildlife encounter (non-bird)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that while landing, a deer ran in front of the airplane from the left side. The pilot was unable to avoid the collision, and the deer struck the left wing, which resulted in substantial damage to the left wing. 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:

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

## Findings

<b>Environmental issues</b>	Animal(s)/bird(s) - Contributed to outcome
<b>Environmental issues</b>	Animal(s)/bird(s) - Ability to respond/compensate

## Factual Information

### History of Flight

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

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 30, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 31, 2023
Flight Time:	238 hours (Total, all aircraft), 185 hours (Total, this make and model), 153 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8088E
Model/Series:	PA-28-201T	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-7921045
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 26, 2023 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3029 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-FB-1
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	19:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Lapeer, MI (D95)	Type of Flight Plan Filed:	VFR
Destination:	Mount Pleasant, MI	Type of Clearance:	None
Departure Time:	17:13 Local	Type of Airspace:	Class G

## Airport Information

Airport:	Mount Pleasant Municipal MOP	Runway Surface Type:	Asphalt
Airport Elevation:	755 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.621443,-84.740939(est)

## Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Joshua Osman; FAA; Grand Rapids, MI
Original Publish Date:	December 7, 2023
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=193305">https://data.nts.gov/Docket?ProjectID=193305</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](#).