



Aviation Investigation Final Report

Location:	Reno, Nevada	Accident Number:	GAA19CA086
Date & Time:	December 3, 2018, 13:20 Local	Registration:	N9003M
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot receiving instruction reported that, while inbound on a practice instrument landing system approach about 1 mile from the runway, something struck the left wing. He added that he landed the airplane without further incident.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. Postaccident examination of the airplane revealed that the left wing sustained substantial damage. Given the evidence and the pilot's, it is likely that a bird struck the airplane.

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 bird during a practice instrument approach.

Findings

Environmental issues	Animal(s)/bird(s) - Effect on operation
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Factual Information

History of Flight

Approach	Birdstrike (Defining event)
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Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	64,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 4, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 1, 2018
Flight Time:	(Estimated) 8300 hours (Total, all aircraft), 800 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	50,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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 16, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 18, 2017
Flight Time:	(Estimated) 284.2 hours (Total, all aircraft), 135.1 hours (Total, this make and model), 204.8 hours (Pilot In Command, all aircraft), 21.7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9003M
Model/Series:	182 P	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18264638
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 11, 2018 100 hour	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3341.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:		Rated Power:	235 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRTS, 5053 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	21:35 Local	Direction from Accident Site:	316°
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:	Broken / 1300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	-2°C / -5°C
Precipitation and Obscuration:	Light - None - Snow		
Departure Point:	Reno, NV (RTS)	Type of Flight Plan Filed:	VFR/IFR
Destination:	Reno, NV (RTS)	Type of Clearance:	VFR
Departure Time:	12:06 Local	Type of Airspace:	Class E

Airport Information

Airport:	RENO/STEAD RTS	Runway Surface Type:	Asphalt
Airport Elevation:	5050 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	ILS;Practice
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.658889,-119.865837(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Mark Hinzman; FAA; Reno, NV
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98731

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).