



# Aviation Investigation Final Report

<b>Location:</b>	Newport News, Virginia	<b>Accident Number:</b>	ERA24LA065
<b>Date &amp; Time:</b>	December 11, 2023, 11:15 Local	<b>Registration:</b>	N733QJ
<b>Aircraft:</b>	Cessna 172	<b>Aircraft Damage:</b>	Unknown
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor and the pilot-rated student were in the flying in the airport traffic pattern practicing landings. During the initial climb following a touch-and-go landing, with the student at the controls, a large bird flew directly in front of the airplane. The student attempted to avoid it; however, the bird struck the leading edge of the left wing. The flight instructor took over the controls and landed the airplane uneventfully. An inspector with the Federal Aviation Administration examined the airplane and found that the wing had been substantially damaged as a result of the birdstrike.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

An inflight collision with a bird during initial climb.

## Findings

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

## Factual Information

### History of Flight

Takeoff	Birdstrike (Defining event)
---------	-----------------------------

### Flight instructor Information

Certificate:	Airline transport; Flight instructor	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 27, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 9, 2023
Flight Time:	2115 hours (Total, all aircraft), 141 hours (Total, this make and model), 1847 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Student pilot Information

Certificate:	Commercial	Age:	35
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	December 8, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 31, 2023
Flight Time:	731 hours (Total, all aircraft), 13 hours (Total, this make and model), 44 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N733QJ
<b>Model/Series:</b>	172 N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17268463
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 3, 2023 100 hour	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	63 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	9499 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-D2J
<b>Registered Owner:</b>	RICK AVIATION INC	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	RICK AVIATION INC	<b>Operating Certificate(s) Held:</b>	Pilot school (141)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PHF, 37 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	11:00 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 6500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	2.8°C / 1.1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Newport News, VA	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Newport News, VA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Newport News Williamsburg Intl PHF	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	42 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8003 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Unknown
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	37.13167,-76.48833(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	Daniel T. McSherry; FAA/FSDO; Richmond, VA
<b>Original Publish Date:</b>	January 25, 2024
<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=193523">https://data.nts.gov/Docket?ProjectID=193523</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](#).