



# Aviation Investigation Final Report

<b>Location:</b>	Windsor, Colorado	<b>Accident Number:</b>	CEN23LA203
<b>Date &amp; Time:</b>	May 25, 2023, 12:24 Local	<b>Registration:</b>	N443LM
<b>Aircraft:</b>	Nanchang CJ6	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

While on initial climb, a bird impacted the leading edge of the vertical stabilizer. The leading edge of the stabilizer sustained substantial damage. The airplane was controllable, and the pilot executed an uneventful landing.

## 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 while on 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

Initial climb	Birdstrike (Defining event)
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### Pilot Information

Certificate:	Private	Age:	61,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	December 27, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 28, 2022
Flight Time:	1467 hours (Total, all aircraft), 295 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 3.5 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Nanchang	Registration:	N443LM
Model/Series:	CJ6 A	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	3151214
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	November 4, 2022 Condition	Certified Max Gross Wt.:	3089 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3199.9 Hrs at time of accident	Engine Manufacturer:	Vedeneyev
ELT:	C126 installed, not activated	Engine Model/Series:	M14P
Registered Owner:	HAYNE STEPHEN C	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	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>	KFNL, 5015 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	12:56 Local	<b>Direction from Accident Site:</b>	266°
<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>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fort Collins, CO (FNL)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Fort Collins, CO (FNL)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	12:35 Local	<b>Type of Airspace:</b>	Class E

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.453611,-104.95392(est)

## Administrative Information

**Investigator In Charge (IIC):** Rutt, Brian

**Additional Participating Persons:** John Berens; FAA Denver FSDO

**Original Publish Date:** July 7, 2023

**Last Revision Date:**

**Investigation Class:** [Class 4](#)

**Note:** The NTSB did not travel to the scene of this accident.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=192240>

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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](#).