



# Aviation Investigation Final Report

<b>Location:</b>	Gray, Georgia	<b>Accident Number:</b>	ERA23LA305
<b>Date &amp; Time:</b>	July 11, 2023, 13:39 Local	<b>Registration:</b>	N271MG
<b>Aircraft:</b>	Piper PA-28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The pilot reported that about 12 miles from the airport of departure, while returning after a local flight, he observed a large bird on his right side. He attempted to avoid the bird but was unsuccessful and the bird impacted the leading edge of the right wing. The pilot returned to the airport of departure and landed safely. Postaccident examination of the airplane revealed that the right wing was substantially damaged. The operator 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:

An in-flight collision with a bird.

## Findings

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

### History of Flight

Enroute-cruise	Birdstrike (Defining event)
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### Pilot Information

Certificate:	Private	Age:	22, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 9, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 7, 2022
Flight Time:	194 hours (Total, all aircraft), 91 hours (Total, this make and model), 142 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N271MG
Model/Series:	PA-28 181	Aircraft Category:	Airplane
Year of Manufacture:	2021	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2881453
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 27, 2023 100 hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	46 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1785 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	GEORGIA AVIATION AUTHORITY	Rated Power:	180 Horsepower
Operator:	Middle Georgia State University	Operating Certificate(s) Held:	Pilot school (141)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MCN,362 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	197°
Lowest Cloud Condition:	Few / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	33°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Macon, GA (MAC)	Type of Flight Plan Filed:	None
Destination:	Macon, GA (MAC)	Type of Clearance:	None
Departure Time:	13:13 Local	Type of Airspace:	Class E

## Airport Information

Airport:	N/A N/A	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.00989,-83.534158(est)

## Administrative Information

Investigator In Charge (IIC):	Young, Joshua
Additional Participating Persons:	Ricky D. Flores Sr.; FAA/FSDO; Atlanta, GA
Original Publish Date:	August 31, 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=192690">https://data.nts.gov/Docket?ProjectID=192690</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](#).