



Aviation Investigation Final Report

Location:	Pembroke Pines, Florida	Accident Number:	ERA24LA173
Date & Time:	March 14, 2024, 10:38 Local	Registration:	N6300Q
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot was on the last leg of a solo, cross-country flight. About 10 miles west of his destination airport, he encountered a flock of birds. While attempting to evade the flock, a large bird struck the right wing leading edge, resulting in substantial damage to the airframe. The pilot was able to continue to his destination and land uneventfully with the bird lodged in the wing.

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 approaching the destination airport.

Findings

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

Factual Information

History of Flight

Enroute	Birdstrike (Defining event)
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Student pilot Information

Certificate:	Student	Age:	20,Female
Airplane Rating(s):	None	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 1 Without waivers/limitations	Last FAA Medical Exam:	September 15, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	96 hours (Total, all aircraft), 95 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6300Q
Model/Series:	152	Aircraft Category:	Airplane
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15285225
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	DELAWARE TRUST CO TRUSTEE	Rated Power:	110
Operator:	American Flight Training	Operating Certificate(s) Held:	Pilot school (141)
Operator Does Business As:	Wayman Aviation Academy	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHWO, 8 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Few / 2800 ft AGL	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	26°C / 19°C
Precipitation and Obscuration:			
Departure Point:	Immoklee, FL (IMM)	Type of Flight Plan Filed:	VFR
Destination:	Pembroke Pines, FL (HWO)	Type of Clearance:	VFR
Departure Time:	09:48 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26,-80.43(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Forrest Dodd; FAA/FSDO; Miramar, FL
Original Publish Date:	June 21, 2024
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=194064

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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](#).