



# Aviation Investigation Final Report

<b>Location:</b>	Fort Worth, Texas	<b>Accident Number:</b>	CEN23LA207
<b>Date &amp; Time:</b>	May 23, 2023, 17:00 Local	<b>Registration:</b>	N1972G
<b>Aircraft:</b>	AMERICAN AA-5	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that while enroute to his destination, a large bird impacted the airplane's left wing, which resulted in substantial damage to the wing structure. The pilot declared an emergency and landed the airplane uneventfully at the closest airport.

## 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.

## Findings

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

## Factual Information

### History of Flight

Enroute	Collision with terr/obj (non-CFIT) (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):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 2, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 17, 2021
Flight Time:	127 hours (Total, all aircraft), 68 hours (Total, this make and model), 89 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN	Registration:	N1972G
Model/Series:	AA-5	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5-0157
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 21, 2022 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	66.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6341 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O320-E2G
Registered Owner:	On file	Rated Power:	160
Operator:	Eugene L. Capone	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	NA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KFWS, 700 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	16:50 Local	<b>Direction from Accident Site:</b>	61°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.94 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Cleburne, TX (50F)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Fort Worth, TX (KFWS)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	16:40 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>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.5,-97.45

## Administrative Information

**Investigator In Charge (IIC):** Abraham, Laura

**Additional Participating Persons:** Brad Holt; FAA; Irving, TX

**Original Publish Date:** August 31, 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=192254>

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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](#).