



Aviation Investigation Final Report

Location:	Macon, Georgia	Accident Number:	ERA23LA303
Date & Time:	June 24, 2023, 15:30 Local	Registration:	N285MG
Aircraft:	PIPER AIRCRAFT INC PA-28R-201	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the pilot receiving instruction, he had initiated the upwind-to-crosswind turn in the airport traffic pattern. With the left wing raised in the right turn, a bird came into the pilot's view and struck the left wing before the pilot could initiate an evasive maneuver. The flight instructor assumed control of the airplane, completed the traffic pattern and the landing without injury to the occupants or damage beyond that resulting from the bird strike. Post-accident examination of the airplane revealed that the left wing was substantially damaged.

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

Environmental issues	Animal(s)/bird(s) - Effect on equipment
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Factual Information

History of Flight

Approach-VFR pattern crosswind	Birdstrike (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	33,Male
Airplane Rating(s):	Single-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	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 6, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 21, 2022
Flight Time:	757 hours (Total, all aircraft), 201 hours (Total, this make and model), 686 hours (Pilot In Command, all aircraft), 188 hours (Last 90 days, all aircraft), 68 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 20, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 20, 2019
Flight Time:	(Estimated) 274 hours (Total, all aircraft), 50 hours (Total, this make and model), 211 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER AIRCRAFT INC	Registration:	N285MG
Model/Series:	PA-28R-201	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2844167
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 7, 2023 100 hour	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2513.9 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	IO-360-C1C6
Registered Owner:	GEORGIA AVIATION AUTHORITY	Rated Power:	200
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,343 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Few / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	32°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Macon, GA	Type of Flight Plan Filed:	None
Destination:	Macon, GA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	MACON DOWNTOWN MAC	Runway Surface Type:	Asphalt
Airport Elevation:	436 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	4694 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.821764,-83.561935(est)

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Bradley Harrell; FAA/FSDO; Atlanta, GA
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=192663

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](#).