



Aviation Investigation Final Report

Location:	Laurens, South Carolina	Accident Number:	ERA24LA273
Date & Time:	June 23, 2024, 11:00 Local	Registration:	N60DF
Aircraft:	CONSTRUZIONI AERONAUTICHE TECN P2004 BRAVO	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that about 10 minutes after departure, while in cruise flight, a bird impacted the leading edge of the left wing. The impact resulted in substantial damage to the wing structure. The pilot assessed the damage and determined that he could continue to his destination airport, where he landed without further issue. The pilot reported that there were no preimpact mechanical malfunctions or failures 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 while in cruise flight.

Findings

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

History of Flight

Enroute	Birdstrike (Defining event)
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Pilot Information

Certificate:	Private	Age:	66
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:	BasicMed With waivers/limitations	Last FAA Medical Exam:	February 1, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 20, 2023
Flight Time:	(Estimated) 600 hours (Total, all aircraft), 150 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CONSTRUZIONI AERONAUTICHE TECN	Registration:	N60DF
Model/Series:	P2004 BRAVO	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	060
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 2, 2023 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	21 Hrs	Engines:	1
Airframe Total Time:	1209.6 Hrs	Engine Manufacturer:	
ELT:	C91A installed, not activated	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LUX,696 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:15 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / Clear air
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / Light
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	34°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greenwood, SC (GRD)	Type of Flight Plan Filed:	None
Destination:	Laurens, SC (LUX)	Type of Clearance:	None
Departure Time:	10:50 Local	Type of Airspace:	Class G

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:	34.418833,-82.023167(est)

Administrative Information

Investigator In Charge (IIC):	Stratton, Lauren
Additional Participating Persons:	Neil Baker; FAA/FSDO; Columbia, SC
Original Publish Date:	July 25, 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=194534

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](#).