



# Aviation Investigation Final Report

<b>Location:</b>	Manassas, Virginia	<b>Accident Number:</b>	ERA24LA061
<b>Date &amp; Time:</b>	November 29, 2023, 16:19 UTC	<b>Registration:</b>	N999VC
<b>Aircraft:</b>	DIAMOND AIRCRAFT IND INC DA 40	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during initial climb, around 700 ft above ground level, a bird impacted the leading edge of the left wing, resulting in substantial damage to the wing. After impacting the bird, the pilot informed air traffic control that he would need to return to the airport, performed a normal traffic pattern, and landed without further incident.

## 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 during initial climb.

## Findings

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

### History of Flight

Initial climb	Birdstrike (Defining event)
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### Pilot Information

Certificate:	Private	Age:	60,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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:	August 23, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 24, 2023
Flight Time:	132.3 hours (Total, all aircraft), 13.3 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	DIAMOND AIRCRAFT IND INC	Registration:	N999VC
Model/Series:	DA 40 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2005	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	40.506
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 13, 2023 100 hour	Certified Max Gross Wt.:	2646 lbs
Time Since Last Inspection:	4.9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3867.6 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	IO-360-M1A
Registered Owner:	DIAMOND AIRCRAFT SALES OF KENTUCKY LLC	Rated Power:	180 Horsepower
Operator:	Piston2Jet	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:	HEF,192 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:56 Local	Direction from Accident Site:	107°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	2°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Manassas, VA (HEF)	Type of Flight Plan Filed:	VFR
Destination:	Manassas, VA (HEF)	Type of Clearance:	VFR
Departure Time:	10:30 Local	Type of Airspace:	Class D

## Airport Information

Airport:	Manassas Regional Airport HEF	Runway Surface Type:	
Airport Elevation:	192 ft msl	Runway Surface Condition:	Dry
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:	38.721025,-77.515105(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gibson, Kurt
<b>Additional Participating Persons:</b>	Jeffrey A Baumgartner; FAA/FSDO; Washington, DC
<b>Original Publish Date:</b>	January 25, 2024
<b>Last Revision Date:</b>	January 26, 2024
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193508">https://data.nts.gov/Docket?ProjectID=193508</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](#).