



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ODENTON, MD	<b>Accident Number:</b>	BFO89LA026
<b>Date &amp; Time:</b>	04/02/1989, 2030 EDT	<b>Registration:</b>	N8027L
<b>Aircraft:</b>	CESSNA 172H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT COLLIDED WITH BIRDS DURING CRUISE FLIGHT AT 1,800 FT MSL AT NIGHT. THREE OLDS QUAWS (DUCKS) WHICH AVERAGED 1 1/2 POUNDS EACH CONTACTED THE ACFT. ONE HIT THE UPPER LEADING EDGE SECTION OF THE LEFT WING. ONE CONTACTED AND REMOVED APRX 70 PERCENT OF THE WINDSHIELD PRIMARILY ON THE PILOT'S SIDE AND THE OTHER CONTACTED THE UPPER WINDSHIELD/FRAME AREA ON THE PASSENGER SIDE. A FORCED LANDING WAS SUCCESSFULLY ACCOMPLISHED AT FT. MEADE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INFLIGHT COLLISION WITH BIRDS.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) OBJECT - BIRD(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/20/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	401 hours (Total, all aircraft), 325 hours (Total, this make and model), 257 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8027L
<b>Model/Series:</b>	172H 172H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17256227
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	10/01/1988, Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	22 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1289 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300-D
<b>Registered Owner:</b>	MALCOLM J. VAN KIRK	<b>Rated Power:</b>	145 hp
<b>Operator:</b>	MALCOLM R. VAN'KIRK, SR.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 7000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 7000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	FREDERICK, MD (FDK)	Type of Flight Plan Filed:	None
Destination:	SALISBURY, MD (SBY)	Type of Clearance:	None
Departure Time:	2000 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	TIPTON AAF (FME)	Runway Surface Type:	Asphalt
Airport Elevation:	150 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	3000 ft / 100 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PAMELA S KLECKNER	Report Date:	08/22/1990
Additional Participating Persons:	GARY LIVAK; BALTIMORE, MD		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).