



National Transportation Safety Board Aviation Accident Final Report

Location:	Punta Gorda, FL	Accident Number:	MIA06CA009
Date & Time:	10/02/2005, 1100 EDT	Registration:	N952AC
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The pilot stated that when the flight was approximately two to three nautical miles north of the Charlotte County Airport, a brown bird appeared to his left on a collision course. He banked to the left in an attempt to avoid a collision but heard a "crash." He noted damage to the right horizontal stabilizer; rudder and pitch control were affected. He proceeded to the destination airport and landed uneventfully.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The in-flight collision with a bird resulting in substantial damage to the airplane.

Findings

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

Findings

1. OBJECT - BIRD(S)

Factual Information

Student Pilot Information

Certificate:	Student	Age:	32, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1	Last FAA Medical Exam:	02/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	108 hours (Total, all aircraft), 108 hours (Total, this make and model), 108 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N952AC
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17268001
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320-H2AD
Registered Owner:	Naples Air Center, Inc.	Rated Power:	
Operator:	Naples Air Center, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Pahokee, FL (KPHK)	Type of Flight Plan Filed:	None
Destination:	Punta Gorda, FL (KPGD)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Charlotte County (KPGD)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	26.922778, -81.995278

Administrative Information

Investigator In Charge (IIC):	Timothy W Monville	Report Date:	01/31/2006
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).