



Aviation Investigation Final Report

Location:	Rome, Georgia	Accident Number:	ERA22LA178
Date & Time:	March 29, 2022, 10:45 Local	Registration:	N808YF
Aircraft:	Extra 300	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing aerobatics (about 400- 600 ft above ground level) when a “large” bird impacted the leading edge of the vertical stabilizer, which resulted in substantial damage. The airplane rolled and yawed slightly after the impact, but the pilot was able to maintain control of the airplane and land immediately without incident.

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 while conducting low level aerobatics.

Findings

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

History of Flight

Maneuvering-low-alt flying	Birdstrike (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 12, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 4, 2021
Flight Time:	5800 hours (Total, all aircraft), 500 hours (Total, this make and model), 3300 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Extra	Registration:	N808YF
Model/Series:	300 LC	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	LC044
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 10, 2022 Annual	Certified Max Gross Wt.:	2095 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	743.5 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	AEIO-580-B1A
Registered Owner:	On file	Rated Power:	315 Horsepower
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:	KRMG,644 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	9 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	14°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rome, GA	Type of Flight Plan Filed:	None
Destination:	Rome, GA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.350778,-85.158667(est)

Administrative Information

Investigator In Charge (IIC):	Read, Leah
Additional Participating Persons:	Clint Ellerbee; FAA/FSDO; Atlanta, GA
Original Publish Date:	July 1, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104890

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](#).