



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Olathe, Kansas | Accident Number: | CEN23LA035 |
| Date & Time: | November 12, 2022, 17:26 Local | Registration: | N5258Y |
| Aircraft: | Cessna 172 | Aircraft Damage: | Substantial |
| Defining Event: | Birdstrike | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

The flight instructor and his student were conducting an instructional flight in night visual meteorological conditions and in the airport traffic pattern when the airplane collided with multiple geese during initial climb. The flight instructor made an uneventful landing following the bird strike. The airplane’s right-wing leading edge and main spar were substantially damaged during the bird strike.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The inflight collision with multiple geese during initial climb.

Findings

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

History of Flight

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

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| Certificate: | Commercial; Flight instructor | Age: | 25, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane single-engine; Instrument airplane | Toxicology Performed: | |
| Medical Certification: | Class 1 With waivers/limitations | Last FAA Medical Exam: | November 2, 2022 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | September 6, 2022 |
| Flight Time: | 753 hours (Total, all aircraft), 733 hours (Total, this make and model), 644 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft) | | |

Student pilot Information

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|----------------------------------|--|--|----------|
| Certificate: | Student | Age: | 54, Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | None None | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 18.5 hours (Total, all aircraft), 18.5 hours (Total, this make and model), 6.8 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0.8 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|--------------------|
| Aircraft Make: | Cessna | Registration: | N5258Y |
| Model/Series: | 172 S | Aircraft Category: | Airplane |
| Year of Manufacture: | 2002 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 172S9141 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | November 2, 2022 100 hour | Certified Max Gross Wt.: | 2550 lbs |
| Time Since Last Inspection: | 6.1 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 9758.9 Hrs at time of accident | Engine Manufacturer: | Lycoming |
| ELT: | C91A installed, not activated | Engine Model/Series: | IO-360-L2A |
| Registered Owner: | Christiansen Aviation LLC | Rated Power: | 180 Horsepower |
| Operator: | T&C Aviation Enterprises Inc | Operating Certificate(s) Held: | Pilot school (141) |
| Operator Does Business As: | Air Associates of Kansas | Operator Designator Code: | |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Night |
| Observation Facility, Elevation: | OJC,1074 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 16:27 Local | Direction from Accident Site: | 336° |
| Lowest Cloud Condition: | | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 2700 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 9 knots / None | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 330° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 30.3 inches Hg | Temperature/Dew Point: | -2°C / -9°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Olathe, KS (OJC) | Type of Flight Plan Filed: | None |
| Destination: | Olathe, KS (OJC) | Type of Clearance: | VFR |
| Departure Time: | 16:45 Local | Type of Airspace: | Class D |

Airport Information

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| Airport: | Johnson County Executive Airport OJC | Runway Surface Type: | Concrete |
| Airport Elevation: | 1096 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 36 | IFR Approach: | None |
| Runway Length/Width: | 4097 ft / 75 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-----------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 38.8477,-94.7377(est) |

Administrative Information

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| Investigator In Charge (IIC): | Fox, Andrew |
| Additional Participating Persons: | Tamara Tucci; Federal Aviation Administration - Kansas City FSDO; Kansas City, MO Michael Strickland; Federal Aviation Administration - Kansas City FSDO; Kansas City, MO |
| Original Publish Date: | April 20, 2023 |
| 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=106281 |

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](#).