

AA2013-3

**AIRCRAFT ACCIDENT
INVESTIGATION REPORT**

IBEX AVIATION CO., LTD.

J A 4 1 3 5

March 29, 2013

 **JTTSB** *Japan Transport Safety Board*

The objective of the investigation conducted by the Japan Transport Safety Board in accordance with the Act for Establishment of the Japan Transport Safety Board and with Annex 13 to the Convention on International Civil Aviation is to determine the causes of an accident and damage incidental to such an accident, thereby preventing future accidents and reducing damage. It is not the purpose of the investigation to apportion blame or liability.

Norihiro Goto
Chairman,
Japan Transport Safety Board

Note:

This report is a translation of the Japanese original investigation report. The text in Japanese shall prevail in the interpretation of the report.

AIRCRAFT ACCIDENT INVESTIGATION REPORT

BIRD STRIKE DURING TAKEOFF CLIMB IBEX AVIATION CO., LTD. CESSNA 172P, JA4135 ABOVE RYUGASAKI AIRFIELD RYUGASAKI CITY, IBARAKI PREFECTURE, JAPAN AT 14:40 LOCAL TIME, JUNE 18, 2012

February 8, 2013

Adopted by the Japan Transport Safety Board

Chairman	Norihiro Goto
Member	Shinsuke Endoh
Member	Toshiyuki Ishikawa
Member	Sadao Tamura
Member	Yuki Shuto
Member	Toshiaki Shinagawa

1. PROCESS AND PROGRESS OF THE INVESTIGATION

The Japan Transport Safety Board designated an investigator-in-charge and an investigator on June 19, 2012 to investigate this accident. An accredited representative of the United States of America, as the State of Design and Manufacture of the airplane involved in this accident, participated in the investigation. Comments from parties relevant to the cause of the accident were invited. Comments from the relevant State were invited.

2. FACTUAL INFORMATION

2.1 History of the Flight

According to the statements of the pilot in command (PIC), the student pilot and the administrator of Ryugasaki Airfield, the history of the flight is summarized as follows.

A Cessna 172P, registered JA4135, operated by IBEX Aviation Co., Ltd. took off from Chofu Airfield at 13:47 JST (UTC+9 hours) with a PIC (Instructor) and a student pilot on board, and was conducting consecutive touch-and-go training on the Runway 08 of Ryugasaki Airfield.

They did not spot any birds in flight up to the third landing. During the third take-off which had been climbing about 200 ft at 75 kt, two birds suddenly emerged in front of them from under the airplane. The Instructor immediately held the control wheel in place to maintain the attitude for fear that the surprised student pilot might pull the control

	<p>wheel. One of the two birds passed below the airplane, and the other bird, which was expected to follow the leading bird and pass below the airplane, came up to the height of the airplane, and collided with the leading edge of the left wing. The accident occurred at an altitude of about 200 ft above Ryugasaki Airfield (35° 54' 26" N, 140° 14' 44" E), at about 14:40.</p> <p>Whereas the airplane reported the occurrence to the Ryugasaki Flight Service (a radio station operated by the administrator of the Airfield, to provide flight assistance to aircraft concerned), it climbed to a downwind leg altitude and stayed in holding pattern. The Instructor and the student pilot found a dent on the underside of the left wing leading edge. As the airplane control and engine were normal, and the Instructor was advised by the Ryugasaki Flight Service of the absence of fallen airplane objects in the vicinity of the runway; consequently, he judged that it would be no problem to continue flight and decided to head for Chofu Airfield. The airplane landed there at 15:16. (See Figure and Photo)</p>																																	
2.2 Injuries to Persons	None																																	
2.3 Damage	<p>Extent of Damage: Substantially damaged</p> <ul style="list-style-type: none"> • Deformation on the skin of the left wing leading edge (with a width of 63 cm and a depth of 2 cm, 146 cm from the wing tip toward inboard) • Deformation of two ribs (primary structure components) in the deformed skin area <p>(See Photo)</p>																																	
2.4 Personnel Information	<table border="0"> <tr> <td>PIC</td> <td>Male, Aged 47</td> <td></td> </tr> <tr> <td>Commercial pilot certificate (Airplane)</td> <td></td> <td>November 2, 1992</td> </tr> <tr> <td>Type rating for Single-engine (Land)</td> <td></td> <td>March 6, 1990</td> </tr> <tr> <td>Flight instructor certificate (Airplane)</td> <td></td> <td>November 4, 2011</td> </tr> <tr> <td>Class 1 aviation medical certificate</td> <td>Validity: Until March 15, 2013</td> <td></td> </tr> <tr> <td>Total flight time</td> <td></td> <td>2,882 hr 00 min</td> </tr> <tr> <td>Total flight time on the type of airplane</td> <td></td> <td>1,277 hr 10 min</td> </tr> <tr> <td>Student Pilot</td> <td>Male, Aged 44</td> <td></td> </tr> <tr> <td>Student pilot certificate</td> <td>Validity: Until August 10, 2012</td> <td></td> </tr> <tr> <td>Total flight time</td> <td></td> <td>120 hr 45 min</td> </tr> <tr> <td>Total flight time on the type of airplane</td> <td></td> <td>120 hr 45 min</td> </tr> </table>	PIC	Male, Aged 47		Commercial pilot certificate (Airplane)		November 2, 1992	Type rating for Single-engine (Land)		March 6, 1990	Flight instructor certificate (Airplane)		November 4, 2011	Class 1 aviation medical certificate	Validity: Until March 15, 2013		Total flight time		2,882 hr 00 min	Total flight time on the type of airplane		1,277 hr 10 min	Student Pilot	Male, Aged 44		Student pilot certificate	Validity: Until August 10, 2012		Total flight time		120 hr 45 min	Total flight time on the type of airplane		120 hr 45 min
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2.5 Airplane Information	<p>Type : Cessna 172P (Serial number : 17275714, Date of manufacture : March 18, 1982) Certificate of airworthiness No. TO-23-344 Validity date: October 30, 2012</p>																																	

Figure Estimated Flight Path

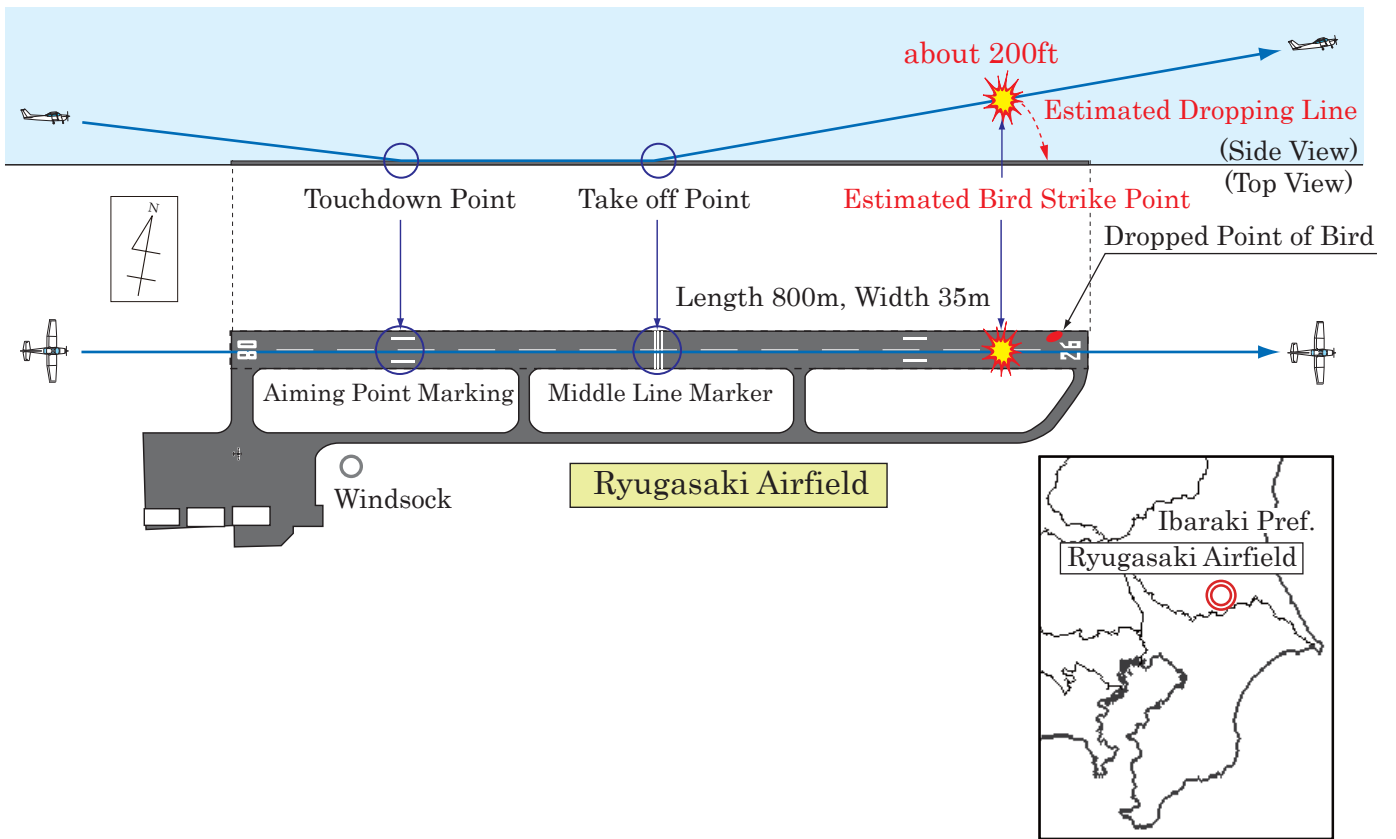


Photo Accident Airplane

