

U.S. Department of Transportation
Federal Aviation Administration

BIRD / OTHER WILDLIFE STRIKE REPORT

1. Name of Operator William E. Harber		2. Aircraft Make/Model RV-7		3. Engine Make/Model Lyc. O-360-A1A																																																	
4. Aircraft Registration N731RV		5. Date of Incident 06 / 27 / 2017 Month Day Year		6. Local Time of Incident ☐ Dawn ☐ Dusk 08 HR 50 MIN ☒ Day ☐ Night ☒ AM ☐ PM																																																	
7. Airport Name Nearest A/P--Buckeye		8. Runway Used N/A		9. Location if En Route (Nearest Town/Reference & State) Arlington, AZ																																																	
10. Height (AGL) 1,500 ft		11. Speed (IAS)																																																			
12. Phase of Flight ☐ A. Parked ☐ B. Taxi ☐ C. Take-off Run ☐ D. Climb ☒ E. En Route ☐ F. Descent ☐ G. Approach ☐ H. Landing Roll		13. Part(s) of Aircraft Struck or Damaged																																																			
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14. Effect on Flight ☐ None ☐ Aborted Take-Off ☐ Precautionary Landing ☐ Engines Shut Down ☒ Other: (Specify) Loss of control		15. Sky Condition ☒ No Cloud ☐ Some Cloud ☐ Overcast		16. Precipitation ☐ Fog ☐ Rain ☐ Snow ☒ None																																																	
17. Bird/Other Wildlife Species Bird Species unknown, sign of feathers and matter and bone.		18. Number of birds seen and/or struck		19. Size of Bird(s)																																																	
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20. Pilot Warned of Birds ☐ Yes ☒ No**21. Remarks** (Describe damage, injuries and other pertinent information)

Birds struck the vertical stabilizer causing it to swing top end to the left side of the aircraft which in turn caused the bottom rod end bearing to break, which showed signs of corrosion(post-crash). The rudder bell crank snapped near both rudder cable fittings right side had signs of 45 degree shearing marks and left side showed signs of peeling away down and to the left which is consistent with the vertical being struck by and object from the left side. A few fragments of matter and snarge were found under the right horizontal stabilizer and feathers in the horizontal stabilizer. Feathers were found in the cockpit.

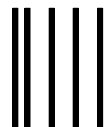
DAMAGE / COST INFORMATION

22. Aircraft time out of _____ hours	23. Estimated cost of repairs or replacement (U.S. \$): \$	24. Estimated other cost (U.S. \$) (e.g. loss of revenue, fuel, hotels): \$
Reported by (Optional) Christopher L. Kennedy		Title Aviation Safety Inspector
		Date 10/26/2017

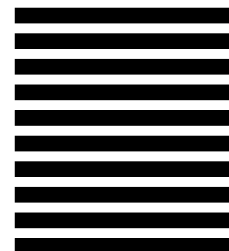
Paperwork Reduction Act Statement: The information collected on this form is necessary to allow the Federal Aviation Administration to assess the magnitude and severity of the wildlife-aircraft strike problem in the U.S. The information is used in determining the best management practices for reducing the hazard to aviation safety caused by wildlife-aircraft strikes. We estimate that it will take approximately 6 minutes to complete the form. The information collected is voluntary. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0045. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Officer, ABA-20.

U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., S.W.
Washington, D.C. 20591

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**NO POSTAGE
NECESSARY
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IN THE
UNITED STATES**



BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 12438 WASHINGTON, DC

POSTAGE WILL BE PAID BY FEDERAL AVIATION ADMINISTRATION

Federal Aviation Administration
Office of Airport Safety and Standards, AAS-310
800 Independence Ave., SW
Washington, DC 20077-9383



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**Directions for FAA Form 5200-7
Bird/Other Wildlife Strike Report**

1. Name of Operator - This can be an airline (abbreviations okay - UAL, AAL, etc.), business (Coca Cola), government agency (Police Dept., FAA) or if a private pilot, his/her name.
2. Aircraft Make/Model - Abbreviations are okay, but to include the model (e.g. B737-200).
3. Engine Make/Model - Abbreviations are allowed (e.g., PW 4060, GECT7, LYC 580).
4. Aircraft Registration - This means the N# (for USA registered aircraft).
5. Date of Incident - Give the local date, not the ZULU or GMT date.
6. Local Time of Incident - Check the appropriate light conditions and fill in the hour and minute local time and check AM or PM or use the 24 clock and skip AM/PM.
7. Airport Name - Use the airport name or 3 letter code if a US airport. If a foreign airport, use the full name or 3 letter code and location (city/country).
8. Runway Used - Self explanatory.
9. Location if En Route - Put the name of the nearest city and state.
10. Height AGL - Put the feet above ground level at the time of the strike (if you don't know, use MSL and indicate this). For take-off run and landing roll, it must be 0.
11. Speed (IAS) - Speed at which the aircraft was traveling when the strike occurred.
12. Phase of Flight - Phase of flight during which the strike occurred. Take-off run and landing roll should both be 0 AGL.
13. Part(s) of Aircraft Struck or Damaged - Check which parts are struck and damaged. If a part was damaged but not struck indicate this with a check on the damaged column only and indicate in comments (#21) why this happened (e.g., the landing gear might be damaged by deer strike, causing the aircraft to flip over and damage parts not struck by deer).
14. Effect on Flight - You can check more than one and if you check ("Other," please explain in Comments (#21).
15. Sky condition - Check the one that applies.
16. Precipitation - You may check more than one.
17. Bird/Other Wildlife Species - Try to be accurate. If you don't know, put unknown and some description. Collect feathers or or remains for identification for damaging strikes.
18. Number of birds seen and/or struck - check the box in the Seen column with the correct number if you saw the birds/other wildlife before the strike and check the box in the Struck column to show how many were hit. The exact number, can be written next to the box.
19. Size of Bird(s) - Check what you think is the correct size (e.g. sparrow = small, gull = medium and geese = large).
20. Pilot Warned of Birds - Check the correct box (even if it was an ATIS warning or NOTAM).
21. Remarks - Be as specific as you can. Include information about the extent of the damage, injuries, anything you think would be helpful to know. (e.g., number of birds ingested.)
22. Aircraft time out of service - Record how many hours the aircraft was out of service.
23. Estimated cost of repairs or replacement - This may not be know immediately, but the data can be sent at a later date or put down a contact name and number for this data.
24. Estimated other costs - Include loss of revenue, fuel, hotels, etc. (see directions for #23).
25. Reported by - Although this is optional, it is helpful if questions arise about the information on the form (a phone number could also be included).
26. Title - This can be Pilot, Tower, Airport Operations, Airline Operations, Flight Safety, etc.
27. Date - Date the form was filled out.