



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

| | | | |
|--------------------------------|---|-------------------------|-------------|
| Location: | Tulsa, Oklahoma | Accident Number: | GAA18CA435 |
| Date & Time: | July 23, 2018, 15:30 Local | Registration: | N866VP |
| Aircraft: | Cessna 560 | Aircraft Damage: | Substantial |
| Defining Event: | Birdstrike | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Positioning | | |

Analysis

The pilot reported that, during approach, he observed a bird flying nearby and then heard a "thump" and felt an impact above his head. The pilot landed the airplane without further incident.

Postaccident examination revealed that a bird had impacted the airplane's vertical stabilizer, which sustained substantial damage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The airplane's collision with a bird during approach.

Findings

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

Factual Information

History of Flight

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|---------|-----------------------------|
| Enroute | Birdstrike (Defining event) |
|---------|-----------------------------|

Pilot Information

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|----------------------------------|---|--|-------------------|
| Certificate: | Airline transport; Commercial | Age: | 38,Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | 5-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Without waivers/limitations | Last FAA Medical Exam: | December 15, 2017 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | January 6, 2018 |
| Flight Time: | (Estimated) 3130 hours (Total, all aircraft), 835 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft) | | |

Co-pilot Information

| | | | |
|----------------------------------|--|--|-------------------|
| Certificate: | Airline transport | Age: | 64,Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 With waivers/limitations | Last FAA Medical Exam: | February 23, 2018 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | December 1, 2017 |
| Flight Time: | (Estimated) 5000 hours (Total, all aircraft), 275 hours (Total, this make and model), 4600 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|--------------------------|
| Aircraft Make: | Cessna | Registration: | N866VP |
| Model/Series: | 560 Undesignat | Aircraft Category: | Airplane |
| Year of Manufacture: | 2006 | Amateur Built: | |
| Airworthiness Certificate: | Transport | Serial Number: | 560-0704 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 10 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 16630 lbs |
| Time Since Last Inspection: | | Engines: | 2 Turbo fan |
| Airframe Total Time: | 2574.4 Hrs at time of accident | Engine Manufacturer: | P&WC |
| ELT: | C126 installed, not activated | Engine Model/Series: | PW535A |
| Registered Owner: | | Rated Power: | 3400 Lbs thrust |
| Operator: | | Operating Certificate(s) Held: | On-demand air taxi (135) |
| Operator Does Business As: | OzAir Charter Service | Operator Designator Code: | 5BMA |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KTUL, 650 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 20:53 Local | Direction from Accident Site: | 273° |
| Lowest Cloud Condition: | Few / 12000 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 16000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 11 knots / 21 knots | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 10° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 29.97 inches Hg | Temperature/Dew Point: | 33°C / 17°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Springfield, MO (SGF) | Type of Flight Plan Filed: | IFR |
| Destination: | Tulsa, OK (TUL) | Type of Clearance: | IFR |
| Departure Time: | | Type of Airspace: | Class C |

Airport Information

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|-----------------------------|------------------|----------------------------------|-----------|
| Airport: | TULSA INTL TUL | Runway Surface Type: | Asphalt |
| Airport Elevation: | 677 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 36L | IFR Approach: | Visual |
| Runway Length/Width: | 6101 ft / 150 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|--------------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 36.19889,-95.883888(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Swenson, Eric |
| Additional Participating Persons: | Jamie Pagan; FAA; Oklahoma City, OK |
| Original Publish Date: | March 18, 2019 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=97863 |

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](#).