



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Wilmington, North Carolina	<b>Accident Number:</b>	GAA18CA475
<b>Date &amp; Time:</b>	August 1, 2018, 18:00 Local	<b>Registration:</b>	N557AP
<b>Aircraft:</b>	Beech B300	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	6 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The pilot reported that he began the initial approach at the destination airport, about 1,800 to 2,000 ft mean sea level, and the airplane encountered a "widespread circling group of what appeared to be turkey vultures." The right wing struck a bird, and the airplane landed without further incident.

The airplane sustained substantial damage to the right wing.

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

<b>Environmental issues</b>	Animal(s)/bird(s) - Effect on equipment
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## Factual Information

### History of Flight

Enroute	Birdstrike (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	53,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	September 26, 2017
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 6, 2018
<b>Flight Time:</b>	(Estimated) 5400 hours (Total, all aircraft), 1200 hours (Total, this make and model), 4600 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Co-pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	63,Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 8, 2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	November 11, 2017
<b>Flight Time:</b>	(Estimated) 4700 hours (Total, all aircraft), 330 hours (Total, this make and model), 120 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N557AP
<b>Model/Series:</b>	B300	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2013	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Commuter	<b>Serial Number:</b>	FL-879
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	11
<b>Date/Type of Last Inspection:</b>	March 9, 2018 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	15000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	1256 Hrs at time of accident	<b>Engine Manufacturer:</b>	P&W Canada
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PT6A-60A
<b>Registered Owner:</b>		<b>Rated Power:</b>	1050 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KILM, 38 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	21:53 Local	<b>Direction from Accident Site:</b>	42°
<b>Lowest Cloud Condition:</b>	Few / 3000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 12000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.11 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Rock Hill, SC (UZA )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Wilmington, NC (ILM )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	17:15 Local	<b>Type of Airspace:</b>	Class D; TRSA

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	4 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	6 None	<b>Latitude, Longitude:</b>	34.226387,-77.944725(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Tim McQuain; FAA; Greensboro, NC
<b>Original Publish Date:</b>	March 18, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98017">https://data.nts.gov/Docket?ProjectID=98017</a>

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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](#).