



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Henderson, Kentucky	<b>Accident Number:</b>	CEN23LA387
<b>Date &amp; Time:</b>	August 30, 2023, 08:15 Local	<b>Registration:</b>	N313CT
<b>Aircraft:</b>	Beech 200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Business		

## Analysis

The pilot reported that shortly after takeoff, he encountered a flock of geese. One of the geese struck the right wing tip, which resulted in substantial damage to the right wing. The pilot declared an emergency with approach control and landed the airplane without further incident. The pilot reported that there were no 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:

An in-flight collision with a bird shortly after takeoff.

## Findings

<b>Environmental issues</b>	Animal(s)/bird(s) - Ability to respond/compensate
<b>Environmental issues</b>	Animal(s)/bird(s) - Effect on equipment

## Factual Information

### History of Flight

Takeoff	Birdstrike (Defining event)
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### Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	April 21, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 27, 2022
Flight Time:	27500 hours (Total, all aircraft), 2020 hours (Total, this make and model), 24750 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N313CT
Model/Series:	200	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	BB-461
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	July 13, 2023 Annual	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	7647 Hrs at time of accident	Engine Manufacturer:	Pratt and Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-41
Registered Owner:	Almar Aviation LLC	Rated Power:	850 Horsepower
Operator:	BEL-Air. LLC	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KEHR,387 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	07:56 Local	Direction from Accident Site:	326°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	21°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Henderson, KY (EHR)	Type of Flight Plan Filed:	IFR
Destination:	Evansville, IN (EVV)	Type of Clearance:	IFR
Departure Time:	08:15 Local	Type of Airspace:	Class G

## Airport Information

Airport:	Henderson City EHR	Runway Surface Type:	Asphalt
Airport Elevation:	387 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	5504 ft / 100 ft	VFR Approach/Landing:	Precautionary landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	37.807778,-87.677778

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Abraham, Laura
<b>Additional Participating Persons:</b>	Benjamin Jaffee; FAA; Indianapolis, IN
<b>Original Publish Date:</b>	January 25, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192967">https://data.nts.gov/Docket?ProjectID=192967</a>

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](#).