



# Aviation Investigation Final Report

<b>Location:</b>	Oklahoma City, Oklahoma	<b>Accident Number:</b>	CEN24LA153
<b>Date &amp; Time:</b>	April 9, 2024, 07:13 Local	<b>Registration:</b>	N243MH
<b>Aircraft:</b>	Beech B300	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Executive/Corporate		

## Analysis

The pilot reported that, during the initial climb, the airplane hit a goose. The pilot notified air traffic control and returned to the departure airport without further incident. A post-accident examination revealed substantial damage to the vertical stabilizer.

## 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 during the initial climb.

## 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

Initial climb	Birdstrike (Defining event)
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### Pilot Information

Certificate:	Commercial	Age:	49,Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	January 16, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 13, 2023
Flight Time:	(Estimated) 1727 hours (Total, all aircraft), 626 hours (Total, this make and model), 1458 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Co-pilot Information

Certificate:	Airline transport	Age:	81,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 22, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 8, 2023
Flight Time:	(Estimated) 19140 hours (Total, all aircraft), 660 hours (Total, this make and model), 18000 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N243MH
<b>Model/Series:</b>	B300	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1999	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Commuter	<b>Serial Number:</b>	FL243
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	11
<b>Date/Type of Last Inspection:</b>	May 1, 2023 AAIP	<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>	8353.5 Hrs	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6-60A
<b>Registered Owner:</b>	ALLEN CONTRACTING INC	<b>Rated Power:</b>	1050 Horsepower
<b>Operator:</b>	ALLEN CONTRACTING INC	<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>	Dawn
<b>Observation Facility, Elevation:</b>	PWA, 1280 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	06:53 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	Unknown / None
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	Unknown / Unknown
<b>Altimeter Setting:</b>	29.92 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Bethany, OK (PWA)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Marco Island, FL (MKY)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	07:12 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Wiley Post Airport PWA	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1300 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7199 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	35.544221,-97.645551(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Maxon, Cory
<b>Additional Participating Persons:</b>	Maxwell Bradley; Federal Aviation Administration: FSDO OKC; OK
<b>Original Publish Date:</b>	June 28, 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.ntsb.gov/Docket?ProjectID=194068">https://data.ntsb.gov/Docket?ProjectID=194068</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](#).