



Aviation Investigation Final Report

Location:	Moran, Kansas	Accident Number:	CEN24LA143
Date & Time:	March 29, 2024, 12:20 Local	Registration:	N910GX
Aircraft:	BELL HELICOPTER TEXTRON CANADA 407	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Medical emergency)		

Analysis

The air ambulance pilot reported that he was enroute to his destination when two large birds impacted the helicopter, which resulted in substantial damage to the pitch change link assembly and drive link assembly. The helicopter began to “hop vertically” and controllability was in question, so the pilot made a precautionary landing without incident.

Probable Cause and Findings

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

An in-flight collision with birds while in cruise flight.

Findings

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

Factual Information

History of Flight

Enroute	Birdstrike (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	49,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	March 5, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 25, 2023
Flight Time:	4524 hours (Total, all aircraft), 686 hours (Total, this make and model), 3746 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL HELICOPTER TEXTRON CANADA	Registration:	N910GX
Model/Series:	407	Aircraft Category:	Helicopter
Year of Manufacture:	2013	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	54131
Landing Gear Type:	None; High skid	Seats:	5
Date/Type of Last Inspection:	March 23, 2024 AAIP	Certified Max Gross Wt.:	5250 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	5066.1 Hrs at time of accident	Engine Manufacturer:	Rolls Royce
ELT:	C126 installed, not activated	Engine Model/Series:	250-C47B
Registered Owner:	MED TRANS CORP	Rated Power:	650 Horsepower
Operator:	MED TRANS CORP	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCNU, 1003 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	13:52 Local	Direction from Accident Site:	229°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	22°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chanute, KS (CNU)	Type of Flight Plan Filed:	VFR
Destination:	Pleasanton, KS	Type of Clearance:	VFR
Departure Time:	12:12 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	37.85,-95.216667

Administrative Information

Investigator In Charge (IIC):	Miller, Bradley
Additional Participating Persons:	Michael LeBlanc; FAA; Wichita
Original Publish Date:	July 18, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194011

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](#).