



# Aviation Investigation Final Report

<b>Location:</b>	Council Bluffs, Iowa	<b>Accident Number:</b>	CEN24LA054
<b>Date &amp; Time:</b>	November 26, 2023, 16:40 Local	<b>Registration:</b>	N475CW
<b>Aircraft:</b>	Cessna 560XL	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	9 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

The pilot reported that while descending through a cloud layer, a crewmember saw a flock of birds and alerted the pilot. The pilot reported that he disconnected the autopilot and attempted to avoid the birds. The birds impacted the airplane which resulted in substantial damage to the left horizontal stabilizer. The crew made an uneventful landing following the bird strike

## 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 decent.

## Findings

<b>Environmental issues</b>	Animal(s)/bird(s) - Effect on equipment
<b>Environmental issues</b>	Animal(s)/bird(s) - Response/compensation

## Factual Information

### History of Flight

Enroute-descent	Birdstrike (Defining event)
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### Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	39,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	October 3, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 7, 2023
Flight Time:	5018 hours (Total, all aircraft), 724 hours (Total, this make and model), 4102 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Co-pilot Information

Certificate:	Airline transport	Age:	47,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	June 14, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 25, 2023
Flight Time:	3040 hours (Total, all aircraft), 27 hours (Total, this make and model), 2365 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N475CW
<b>Model/Series:</b>	560XL	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2000	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	560-5080
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	September 15, 2023 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	20200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>	5729.9 Hrs at time of accident	<b>Engine Manufacturer:</b>	P&W Canada
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PW545A
<b>Registered Owner:</b>	D WHITE HOLDINGS LLC	<b>Rated Power:</b>	3804 Lbs thrust
<b>Operator:</b>	Ultra Air, LLC	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	Four Corners Aviation	<b>Operator Designator Code:</b>	U9LA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KOMA	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	16:52 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Few / 4400 ft AGL	<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	0°C / -6°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Sarasota, FL (SRQ)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Omaha, NE (OMA)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	Class C

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	7 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	9 None	<b>Latitude, Longitude:</b>	41.172802,-95.804(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Finne, Andrew
<b>Additional Participating Persons:</b>	Love, Richard; FAA-FSDO; Lincoln, NE
<b>Original Publish Date:</b>	February 29, 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=193463">https://data.nts.gov/Docket?ProjectID=193463</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](#).