



Aviation Investigation Factual Report

Location:	Dodge Center, Minnesota	Accident Number:	CEN24LA053
Date & Time:	November 21, 2023, 21:00 Local	Registration:	N423NM
Aircraft:	AIRBUS HELICOPTERS DEUTSCHLAND EC135T3	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28, Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	5-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 1 None	Last FAA Medical Exam:	March 12, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 18, 2023
Flight Time:	2124 hours (Total, all aircraft), 80 hours (Total, this make and model), 37 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIRBUS HELICOPTERS DEUTSCHLAND	Registration:	N423NM
Model/Series:	EC135T3	Aircraft Category:	Helicopter
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2193
Landing Gear Type:	High skid	Seats:	6
Date/Type of Last Inspection:	October 10, 2023 Annual	Certified Max Gross Wt.:	6570 lbs
Time Since Last Inspection:	23 Hrs	Engines:	2 Turbo shaft
Airframe Total Time:	420 Hrs at time of accident	Engine Manufacturer:	SAFRAN
ELT:	C126 installed, not activated	Engine Model/Series:	Arrius 2B2
Registered Owner:	On file	Rated Power:	643 Horsepower
Operator:	On file	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KTOB,1317 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	20:55 Local	Direction from Accident Site:	327°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 16 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	-2°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rochester, MN (99MN)	Type of Flight Plan Filed:	Company VFR
Destination:	Fairbault, MN (FBL)	Type of Clearance:	None
Departure Time:	20:51 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	44.009,-92.734(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Jason Dunn; FAA FSDO; Minneapolis, MN
Report Date:	
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193462

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](#).