



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| 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

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

Factual Information

History of Flight

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| Enroute | Birdstrike (Defining event) |
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Pilot Information

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|---------------------------|--|-----------------------------------|----------------|
| 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

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|-------------------------------|--------------------------------|--------------------------------|--------------------------|
| 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

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|---|----------------------------------|---|-------------------|
| 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

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|----------------------------|--------|-----------------------------|------------------|
| 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

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|-----------------------------------|---|
| 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](#).