



# Aviation Investigation Final Report

<b>Location:</b>	Yuba City, California	<b>Accident Number:</b>	WPR23LA066
<b>Date &amp; Time:</b>	December 12, 2022, 17:35 Local	<b>Registration:</b>	N415RX
<b>Aircraft:</b>	Airbus Helicopters EC 130 T2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled - Air Medical (Medical emergency)		

## Analysis

The pilot in the helicopter reported that, during cruise flight at dusk with night vision goggles on, he encountered a flock of birds at 1,500 ft above ground level. As the pilot initiated a climbing left turn to avoid the birds, he heard a loud bang accompanied by a pain in his left leg. The helicopter then began to vibrate, and the pilot initiated a precautionary landing in a nearby field without further incident. Bird remains were located throughout the pilot side of the cockpit. The helicopter sustained substantial damage to the windshield. The pilot reported that there were no preaccident mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

## 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 while in cruise flight.

### Findings

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

## Factual Information

### History of Flight

<b>Enroute-cruise</b>	Birdstrike (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Helicopter; Instrument helicopter	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 1, 2021
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	September 30, 2022
<b>Flight Time:</b>	2671 hours (Total, all aircraft), 1627 hours (Total, this make and model), 2671 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Female
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Airbus Helicopters	<b>Registration:</b>	N415RX
<b>Model/Series:</b>	EC 130 T2	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	2021	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	9130
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	December 8, 2022 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	5512 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	223.2 Hrs as of last inspection	<b>Engine Manufacturer:</b>	SAFRAN
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	ARRIEL 2D
<b>Registered Owner:</b>	REACH AIR MEDICAL SERVICES LLC	<b>Rated Power:</b>	802 Horsepower
<b>Operator:</b>	REACH AIR MEDICAL SERVICES LLC	<b>Operating Certificate(s) Held:</b>	Commuter air carrier (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	KBAB,113 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	104°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.77 inches Hg	<b>Temperature/Dew Point:</b>	9°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Sacramento, CA (KMCC)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Redding, CA (KRDD)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:05 Local	<b>Type of Airspace:</b>	Class E

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 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>	39.176333,-121.69066

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Scott
<b>Additional Participating Persons:</b>	Richard Scully; Federal Aviation Administration; Oakland, CA Matthew DeSeelhorst; Federal Aviation Administration; CA
<b>Original Publish Date:</b>	February 9, 2023
<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=106456">https://data.nts.gov/Docket?ProjectID=106456</a>

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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](#).