



# Aviation Investigation Final Report

<b>Location:</b>	Henderson, Kentucky	<b>Accident Number:</b>	CEN23LA387
<b>Date &amp; Time:</b>	August 30, 2023, 08:15 Local	<b>Registration:</b>	N313CT
<b>Aircraft:</b>	Beech 200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Business		

## Analysis

The pilot reported that shortly after takeoff, he encountered a flock of geese. One of the geese struck the right wing tip, which resulted in substantial damage to the right wing. The pilot declared an emergency with approach control and landed the airplane without further incident. The pilot reported that there were no mechanical failures or malfunctions with the airplane 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 shortly after takeoff.

## Findings

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

## Factual Information

### History of Flight

<b>Takeoff</b>	Birdstrike (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 21, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	December 27, 2022
<b>Flight Time:</b>	27500 hours (Total, all aircraft), 2020 hours (Total, this make and model), 24750 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N313CT
<b>Model/Series:</b>	200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1979	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BB-461
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	July 13, 2023 Annual	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	7647 Hrs at time of accident	<b>Engine Manufacturer:</b>	Pratt and Whitney
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PT6A-41
<b>Registered Owner:</b>	Almar Aviation LLC	<b>Rated Power:</b>	850 Horsepower
<b>Operator:</b>	BEL-Air. LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KEHR,387 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	07:56 Local	<b>Direction from Accident Site:</b>	326°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Henderson, KY (EHR)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Evansville, IN (EVV)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	08:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Henderson City EHR	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	387 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	09	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5504 ft / 100 ft	<b>VFR Approach/Landing:</b>	Precautionary landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	4 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	5 None	<b>Latitude, Longitude:</b>	37.807778,-87.677778

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Abraham, Laura
<b>Additional Participating Persons:</b>	Benjamin Jaffee; FAA; Indianapolis, IN
<b>Original Publish Date:</b>	January 25, 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=192967">https://data.nts.gov/Docket?ProjectID=192967</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](#).