



Aviation Investigation Final Report

Location:	Oklahoma City, Oklahoma	Accident Number:	CEN24LA153
Date & Time:	April 9, 2024, 07:13 Local	Registration:	N243MH
Aircraft:	Beech B300	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

The pilot reported that, during the initial climb, the airplane hit a goose. The pilot notified air traffic control and returned to the departure airport without further incident. A post-accident examination revealed substantial damage to the vertical stabilizer.

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 the initial climb.

Findings

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

Factual Information

History of Flight

Initial climb	Birdstrike (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	49, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	January 16, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 13, 2023
Flight Time:	(Estimated) 1727 hours (Total, all aircraft), 626 hours (Total, this make and model), 1458 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Airline transport	Age:	81, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 22, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 8, 2023
Flight Time:	(Estimated) 19140 hours (Total, all aircraft), 660 hours (Total, this make and model), 18000 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N243MH
Model/Series:	B300	Aircraft Category:	Airplane
Year of Manufacture:	1999	Amateur Built:	
Airworthiness Certificate:	Commuter	Serial Number:	FL243
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	May 1, 2023 AAIP	Certified Max Gross Wt.:	15000 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	8353.5 Hrs	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6-60A
Registered Owner:	ALLEN CONTRACTING INC	Rated Power:	1050 Horsepower
Operator:	ALLEN CONTRACTING INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	PWA, 1280 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	06:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility:	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	12°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bethany, OK (PWA)	Type of Flight Plan Filed:	IFR
Destination:	Marco Island, FL (MKY)	Type of Clearance:	IFR
Departure Time:	07:12 Local	Type of Airspace:	Class D

Airport Information

Airport:	Wiley Post Airport PWA	Runway Surface Type:	Concrete
Airport Elevation:	1300 ft msl	Runway Surface Condition:	Dry
Runway Used:	35R	IFR Approach:	None
Runway Length/Width:	7199 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	35.544221,-97.645551(est)

Administrative Information

Investigator In Charge (IIC):	Maxon, Cory
Additional Participating Persons:	Maxwell Bradley; Federal Aviation Administration: FSDO OKC; OK
Original Publish Date:	June 28, 2024
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=194068

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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](#).