



Aviation Investigation Final Report

Location:	Springfield, Missouri	Accident Number:	DCA15CA108
Date & Time:	March 19, 2015, 20:15 Local	Registration:	N625AE
Aircraft:	Embraer EMB 145LR	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	53 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

On March 19, 2015, about 2015 central standard time, Envoy Air flight 3033, an Embraer 145LR, N625AE, experienced a bird strike while on approach to Springfield-Branson National Airport (SGF), Springfield, Missouri.

According to the operator, the airplane struck a large bird while the flight was at 4,000 feet mean sea level and being vectored to land on runway 2. The flight crew reported no warnings or adverse flight characteristics and subsequently conducted an uneventful landing.

After landing, inspection of the airplane and subsequent maintenance examination revealed substantial damage to the radome, right wing, right horizontal stabilizer and right engine. There were no injuries to the passengers or crew onboard.

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.

Findings

Environmental issues	Animal(s)/bird(s) - Effect on equipment
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Factual Information

History of Flight

Approach	Birdstrike (Defining event)
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Pilot Information

Certificate:	Airline transport	Age:	39
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 7, 2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 23, 2015
Flight Time:	(Estimated) 10787 hours (Total, all aircraft), 9262 hours (Total, this make and model), 116 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft)		

Co-pilot Information

Certificate:	Airline transport	Age:	30
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	June 18, 2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 31, 2014
Flight Time:	(Estimated) 5162 hours (Total, all aircraft), 168 hours (Last 90 days, all aircraft), 59 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Embraer	Registration:	N625AE
Model/Series:	EMB 145LR LR	Aircraft Category:	Airplane
Year of Manufacture:	1999	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	145115
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	March 19, 2015 Continuous airworthiness	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	as of last inspection	Engine Manufacturer:	ALLISON
ELT:	C91 installed, not activated	Engine Model/Series:	AE3007C SER
Registered Owner:	AMERICAN AIRLINES INC	Rated Power:	7426 Lbs thrust
Operator:	American Eagle Airlines	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	SIMA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KSGF, 1270 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	01:16 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Few / 3100 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 24 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.62 inches Hg	Temperature/Dew Point:	14°C / 9°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Chicago, IL (ORD)	Type of Flight Plan Filed:	IFR
Destination:	Springfield, MO	Type of Clearance:	IFR
Departure Time:	18:57 Local	Type of Airspace:	Unknown

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	50 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	53 None	Latitude, Longitude:	37.159999,-93.429725(est)

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	Jeff Guzzetti; FAA AVP100; Washington, DC
Original Publish Date:	November 19, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=91067

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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](#).