



Aviation Investigation Final Report

Location:	FT. WAYNE, Indiana	Accident Number:	CHI95LA016
Date & Time:	October 18, 1994, 16:16 Local	Registration:	N83KK
Aircraft:	BEECH 58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRPLANE WAS DEPARTING RUNWAY 23, AND HAD JUST REACHED FLYING SPEED WHEN THE PILOT SAW A FLOCK OF GEESE APPROACHING FROM HIS RIGHT. THE GEESE STRUCK THE AIRPLANE, BREAKING THE WINDSHIELD AND HITTING THE PILOT. THE PILOT SAID HE CUT POWER TO THE ENGINES AND LANDED OFF THE END OF THE RUNWAY. HE SAID HE TURNED THE AIRPLANE TO THE RIGHT TO MISS TREES AND A HOUSE, BUT WAS UNABLE TO STOP THE AIRPLANE PRIOR TO SLIDING INTO A COMMERCIAL RETAIL BUILDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the in-flight collision with birds(geese). A factors associated with the accident was the building which was contacted.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) OBJECT - BIRD(S)

Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: TAKEOFF - ABORTED

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

2. (F) OBJECT - BUILDING(NONRESIDENTIAL)

Factual Information

On October 18, 1994, about 1616 eastern standard time, a Beech 58 airplane, N83KK, sustained substantial damage when it collided with a flock of geese and a building during takeoff from runway 23 at Smith Field Airport, Fort Wayne, Indiana. The business flight was being operated on an IFR flight plan with visual meteorological conditions prevailing at the time of the accident. The commercial pilot reported no injury; the sole passenger aboard was seriously injured.

The pilot reported to the NTSB that as the airplane reached rotation speed, he noticed a flock of geese rising from a grassy field adjacent to runway 23. Shortly after liftoff, the geese flew across the airplane's flight path from the pilot's right. Several geese struck and broke the front windshield, with at least one bird striking the pilot's head. The pilot said his visibility was limited due to blood from the geese and the wind coming through the broken windshield. He said that he reduced the engines to idle power, and pulled the fuel mixtures to off. He applied right rudder to miss a house and trees located off the departure end of the runway. He said the main landing gear collapsed from the resulting side loads, the airplane began sliding, and then struck trees and a commercial retail building.

The pilot wrote in his report to the NTSB, under the Safety Recommendation section (How Could This Accident Have Been Prevented): "Air Cannons at airports where birds are commonly sited would help, also the restriction of buildings in and around runways... ."

The closest house along an extended centerline of the runway is approximately 950 feet off the departure end of runway 23 according to an Airport Layout Diagram. Houses are located approximately 600 feet directly south of the departure end of the runway. The Sam's Club building which was contacted is approximately 25 degrees to the right of the departure end of the runway and approximately 700 feet from the runway.

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 28, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1188 hours (Total, all aircraft), 383 hours (Total, this make and model), 1087 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N83KK
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH1666
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 19, 1994 Annual	Certified Max Gross Wt.:	5524 lbs
Time Since Last Inspection:	338 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-550-C
Registered Owner:	DAVID M. KUNER	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FWA ,815 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	16:24 Local	Direction from Accident Site:	185°
Lowest Cloud Condition:	Unknown	Visibility	8 miles
Lowest Ceiling:	Overcast / 1100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(SMD)	Type of Flight Plan Filed:	IFR
Destination:	INDIANAPOLIS , IN (IND)	Type of Clearance:	IFR
Departure Time:	16:16 Local	Type of Airspace:	

Airport Information

Airport:	SMITH FIELD SMD	Runway Surface Type:	Asphalt
Airport Elevation:	857 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3110 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	41.069202,-85.170974(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	DANIEL SANGSTADT; SOUTH BEND , IN
Original Publish Date:	June 19, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=9780

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](#).