



National Transportation Safety Board Aviation Accident Final Report

Location:	HOMESTEAD, FL	Accident Number:	MIA00LA063
Date & Time:	01/01/2000, 1300 EST	Registration:	N752CC
Aircraft:	Cessna 550	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

The pilot-in-command (PIC) stated he was in cruise flight at 1,000 feet, 200 knots, 5 miles from the destination airport when the airplane experienced an in-flight collision with a bird on the leading edge of the right wing. The PIC notified the control tower and landed without further incident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
An inadvertent in-flight collision with a bird in cruise flight resulting in substantial damage to the airplane.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

1. (C) OBJECT - BIRD(S)

Factual Information

On January 1, 2000, at about 1300 eastern standard time, a Cessna 550, N752CC, registered to the U.S. Customs Service, operating as a 14 CFR Part 91 positioning flight, experienced a bird strike while in cruise flight in the vicinity of Homestead, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The airline transport-rated pilot-in-command (PIC), copilot, and sensor operator reported no injuries. The flight originated from Miami, Florida, about 5 minutes before the accident. The accident was reported to the NTSB on January 5, 2000.

The PIC stated they were in cruise flight at 1,000 feet, 200 knots, and about 5 miles north of Homestead Air Force Base when they experienced an in-flight collision with a big bird. The bird hit the leading edge of the right wing. He notified tower and landed without further incident.

Pilot Information

Certificate:	Airline Transport	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/03/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 500 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N752CC
Model/Series:	550 550	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	550-0018
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	12/03/1999, AAIP	Certified Max Gross Wt.:	14100 lbs
Time Since Last Inspection:	65 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	12159 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	JT15D-4
Registered Owner:	US CUSTOMS SERVICE	Rated Power:	2500 lbs
Operator:	US CUSTOMS SERVICE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HST, 0 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1259 EST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 20° C
Precipitation and Obscuration:			
Departure Point:	MIAMI, FL (TMB)	Type of Flight Plan Filed:	None
Destination:	(HST)	Type of Clearance:	None
Departure Time:	1255 EST	Type of Airspace:	Class D

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): CARROL A SMITH **Report Date:** 11/29/2000

Additional Participating Persons: GUY D HUTCHINGS; MIAMI, FL

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).