



National Transportation Safety Board Aviation Accident Data Summary

Location:	Harrisburg, PA	Accident Number:	DCA14CA147
Date & Time:	08/10/2014, 0605 EDT	Registration:	N815EX
Aircraft:	DEHAVILLAND DHC 8 102	Injuries:	20 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

On August 10, 2014 at about 0605 eastern daylight time, a deHavilland DHC-8-100, N815EX, operated by Piedmont Airlines d.b.a. USAirways Express flight 4206, struck a flock of geese during the takeoff roll from Middletown Harrisburg International Airport (KMDT), Harrisburg, Pennsylvania. There were no injuries to the passengers or crew and the airplane sustained damage. The flight was operating under the provisions of 14 Code of Federal Regulations Part 121 as a regularly scheduled passenger flight between KMDT and Philadelphia International Airport (KPHL), Philadelphia, Pennsylvania.

The captain was the pilot flying and the first officer was the pilot monitoring. According to the flight crew, about 15 seconds into the takeoff roll and prior to V₁, the captain observed a large group of geese flying from right to left in front of the airplane. He immediately initiated a rejected takeoff as the airplane impacted multiple geese on the front windshield and the right engine propeller, which caused a severe vibration. The flight crew shut down the right engine as the airplane slowed and returned to the gate.

Examination of the airplane indicated damage to the right propeller, a broken passenger window, and damage to the fuselage skin and stringers near the broken window.

Flight Events

Takeoff-rejected takeoff - Birdstrike

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

the airplanes collision with geese during the takeoff roll.

Findings

Environmental issues-Physical environment-Object/animal/substance-Animal(s)/bird(s)-Effect on equipment - C

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	64
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Instrument Airplane
Flight Time:	36000 hours (Total, all aircraft), 18000 hours (Total, this make and model), 205 hours (Last 90 days, all aircraft), 67 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	30
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	4022 hours (Total, all aircraft), 3662 hours (Total, this make and model), 223 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N815EX
Model/Series:	DHC 8 102 103	Engines:	2 Turbo Prop
Operator:	PIEDMONT AIRLINES INC	Engine Manufacturer:	Pratt and Whitney
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	PW120A
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	KMDT	Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	17°C	Visibility	9 Miles
Precipitation and Obscuration:			
Departure Point:	Harrisburg, PA (MDT)	Destination:	Philadelphia, PA (PHL)

Airport Information

Airport:	HARRISBURG INTL (MDT)	Runway Surface Type:	Asphalt
Runway Used:	13	Runway Surface Condition:	Dry
Runway Length/Width:	10002 ft / 200 ft		

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	17 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	40.193333, -76.762778 (est)		

Administrative Information

Investigator In Charge (IIC):	Daniel R Bower	Adopted Date:	03/09/2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89887		

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.