



National Transportation Safety Board Aviation Accident Final Report

Location:	Orlando, FL	Accident Number:	GAA19CA467
Date & Time:	07/12/2019, 1455 EDT	Registration:	N262BK
Aircraft:	Cessna 525	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, while being vectored for an instrument landing system approach on an instrument flight plan, he flew through some clouds, and the airplane encountered multiple birds. One bird struck the left wing, which resulted in substantial damage to the wing. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The airplane's impact with a bird during approach.

Findings

Environmental issues	Animal(s)/bird(s) - Ability to respond/compensate (Cause) Animal(s)/bird(s) - Effect on operation (Cause)
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Factual Information

History of Flight

Approach	Birdstrike (Defining event)
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Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	09/05/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	04/24/2019
Flight Time:	(Estimated) 17535 hours (Total, all aircraft), 4375 hours (Total, this make and model), 17230 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N262BK
Model/Series:	525 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1998	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	525-0262
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	06/26/2019, Continuous Airworthiness	Certified Max Gross Wt.:	10400 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	4811.9 Hours as of last inspection	Engine Manufacturer:	Williams
ELT:	Installed, not activated	Engine Model/Series:	FJ44IA
Registered Owner:	Omicron Business Services Inc	Rated Power:	1900 lbs
Operator:	Omicron Business Services Inc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KORL, 112 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1853 UTC	Direction from Accident Site:	212°
Lowest Cloud Condition:	Few / 3200 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 15 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32° C / 23° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Asheville, NC (AVL)	Type of Flight Plan Filed:	IFR
Destination:	Orlando, FL (ORL)	Type of Clearance:	IFR
Departure Time:	1320 EDT	Type of Airspace:	Class B

Airport Information

Airport:	EXECUTIVE (ORL)	Runway Surface Type:	Asphalt
Airport Elevation:	112 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	ILS
Runway Length/Width:	6004 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	28.546111, -81.332222 (est)

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Report Date:	04/13/2020
Additional Participating Persons:	Cheryl King; FAA; Orlando, FL		
Publish Date:	04/13/2020		
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=99967		

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](#).