



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Fort Myers, FL	<b>Accident Number:</b>	GAA19CA557
<b>Date &amp; Time:</b>	08/23/2019, 1330 EDT	<b>Registration:</b>	N9422S
<b>Aircraft:</b>	Beech 35	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that, during the downwind leg of the approach and as the airplane was about 1,000 ft above ground level, a bird struck the propeller and cowling. The pilot was able to land the airplane without further incident. Postaccident examination revealed bird feathers in the engine compartment. The airplane sustained substantial damage to the firewall and forward fuselage. 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

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Environmental issues	Animal(s)/bird(s) - Effect on operation (Cause)
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## Factual Information

### History of Flight

Approach-VFR pattern downwind	Birdstrike (Defining event)
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### Pilot Information

Certificate:	Commercial	Age:	63, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	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 3 With Waivers/Limitations	Last FAA Medical Exam:	08/13/2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/31/2019
Flight Time:	(Estimated) 3560 hours (Total, all aircraft), 650 hours (Total, this make and model), 3560 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9422S
Model/Series:	35 V35	Aircraft Category:	Airplane
Year of Manufacture:	1965	Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	D-8020
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/15/2019, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO550B
Registered Owner:	On file	Rated Power:	hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KRSW, 31 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1753 UTC	Direction from Accident Site:	200°
Lowest Cloud Condition:	Few	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	32° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Valkaria, FL (X59)	Type of Flight Plan Filed:	None
Destination:	Fort Myers, FL (FL59)	Type of Clearance:	VFR Flight Following
Departure Time:	1240 EDT	Type of Airspace:	Class E

## Airport Information

Airport:	Buckingham Field (FL59)	Runway Surface Type:	Asphalt
Airport Elevation:	23 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	4046 ft / 400 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	26.643333, -81.710278 (est)

## Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	03/17/2020
Additional Participating Persons:	Scott Olson; FAA; Tampa, FL		
Publish Date:	03/17/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100299">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100299</a>		

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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](#).