



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Stringtown, Mississippi	<b>Accident Number:</b>	CEN25LA070
<b>Date &amp; Time:</b>	January 2, 2025, 18:54 Local	<b>Registration:</b>	N438SW
<b>Aircraft:</b>	BOMBARDIER INC CL-600-2B19	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	32 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

The captain reported that about 5 miles north of the destination airport, at 3,000 ft mean sea level, the flight encountered a flock of birds. Due to the night lighting condition, the flight crew did not see the birds until they struck the airplane. The impact caused the captain's primary flight display (PFD) to become unusable. The first officer's PFD and the standby instruments continued to operate normally. The engines were not affected, and the flight landed without further incident. There were no injuries to the passengers or crew.

A postaccident examination revealed substantial damage to the forward fuselage including a bulkhead, a frame, and the skin. Additional damage to the radome, right winglet, and vertical stabilizer was minor.

Seven samples examined by the Smithsonian Feather Identification Lab were identified as being from Greater White-Fronted Geese.

## Probable Cause and Findings

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

Bird strike.

## Findings

### Environmental issues

Animal(s)/bird(s) - Effect on equipment

## Factual Information

### History of Flight

Enroute-descent	Birdstrike (Defining event)
-----------------	-----------------------------

### Pilot Information

Certificate:	Airline transport	Age:	67,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Waiver time limited special	Last FAA Medical Exam:	December 10, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 23, 2024
Flight Time:	21267 hours (Total, all aircraft), 825 hours (Total, this make and model), 14092 hours (Pilot In Command, all aircraft), 92 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 14 hours (Last 24 hours, all aircraft)		

### Co-pilot Information

Certificate:	Commercial	Age:	24,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	May 22, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 1, 2024
Flight Time:	920 hours (Total, all aircraft), 104 hours (Total, this make and model), 686 hours (Pilot In Command, all aircraft), 104 hours (Last 90 days, all aircraft), 62 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOMBARDIER INC	<b>Registration:</b>	N438SW
<b>Model/Series:</b>	CL-600-2B19	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2001	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	7574
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	33
<b>Date/Type of Last Inspection:</b>	June 24, 2024 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	53000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>	44083 Hrs at time of accident	<b>Engine Manufacturer:</b>	General Electric
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	CF34-3B1
<b>Registered Owner:</b>	CORPORATE FLIGHT MANAGEMENT INC	<b>Rated Power:</b>	9200 Lbs thrust
<b>Operator:</b>	CORPORATE FLIGHT MANAGEMENT INC	<b>Operating Certificate(s) Held:</b>	Commuter air carrier (135)
<b>Operator Does Business As:</b>	Contour Airlines	<b>Operator Designator Code:</b>	FJTA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KGLH, 131 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	18:54 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/ Clear air
<b>Wind Direction:</b>	40°	<b>Turbulence Severity Forecast/Actual:</b>	/ Light
<b>Altimeter Setting:</b>	30.29 inches Hg	<b>Temperature/Dew Point:</b>	6°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Dallas / Ft. Worth, TX (DFW)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Greenville, MS (GLH)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	17:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Greenville Mld-Delta GLH	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	131 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18L	<b>IFR Approach:</b>	ILS
<b>Runway Length/Width:</b>	8001 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	3 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	29 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	32 None	<b>Latitude, Longitude:</b>	33.571986,-90.982267(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sorensen, Timothy
<b>Additional Participating Persons:</b>	Neal Thorne; FAA Flight Standards; Nashville, TN
<b>Original Publish Date:</b>	February 21, 2025
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=199509">https://data.ntsb.gov/Docket?ProjectID=199509</a>

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](#).