



Aviation Investigation Final Report

Location:	Stringtown, Mississippi	Accident Number:	CEN25LA070
Date & Time:	January 2, 2025, 18:54 Local	Registration:	N438SW
Aircraft:	BOMBARDIER INC CL-600-2B19	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	32 None
Flight Conducted Under:	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)
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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

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

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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](#).