



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NORFOLK, NE	<b>Accident Number:</b>	MKC87LA057
<b>Date &amp; Time:</b>	03/05/1987, 1958 CST	<b>Registration:</b>	N890AC
<b>Aircraft:</b>	EMBRAER EMB-110	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None

**Flight Conducted Under:** Part 135: Air Taxi & Commuter - Scheduled

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## Analysis

THE CREW STATED THEY WERE DESCENDING FOR LANDING WHEN THEY FLEW THROUGH A FLOCK OF GEESE THAT WERE TRAVELING IN THE SAME DIRECTION. THEY RECEIVED THREE OR FOUR BIRD STIKES. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - NORMAL

### Findings

1. (C) OBJECT - BIRD(S)
2. (F) LIGHT CONDITION - DUSK

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Valid Medical--no waivers/lim.	<b>Last Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4500 hours (Total, all aircraft), 1100 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	EMBRAER	<b>Registration:</b>	N890AC
<b>Model/Series:</b>	EMB-110 EMB-110	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	110-156
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	20
<b>Date/Type of Last Inspection:</b>	Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	13007 lbs
<b>Time Since Last Inspection:</b>	92 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	12753 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	PT6-34
<b>Registered Owner:</b>	PAL AIR INTERNATIONAL INC.	<b>Rated Power:</b>	750 hp
<b>Operator:</b>	MID CONTINENT AIRLINES	<b>Air Carrier Operating Certificate:</b>	Commuter Air Carrier (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	OLU, 1443 ft msl	Observation Time:	1943 CST
Distance from Accident Site:	30 Nautical Miles	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Temperature/Dew Point:	13° C / 3° C
Lowest Ceiling:	None / 0 ft agl	Visibility	15 Miles
Wind Speed/Gusts, Direction:	11 knots, 160°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	COLUMBUS, NE (OLU)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1948 CST	Type of Airspace:	Class G

## Airport Information

Airport:	KARL STEFAN MEM. (OFK)	Runway Surface Type:	
Airport Elevation:	1572 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop; Straight-in

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Adopted Date:	03/30/1988
Additional Participating Persons:	WALTER HUTCHINGS; LINCOLN, NE		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.