



National Transportation Safety Board Aviation Accident Final Report

| | | | |
|-------------------------|----------------------|-------------------------|-------------|
| Location: | MILWAUKEE, WI | Accident Number: | CHI99LA085 |
| Date & Time: | 02/08/1999, 1135 CST | Registration: | N148SK |
| Aircraft: | Beech 1900D | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 14 None |

Flight Conducted Under: Part 121: Air Carrier - Scheduled

Analysis

The crew reported that approximately 24 nautical miles from the flight's destination, at 2,900 feet mean sea level, they encountered a flock of 20 to 30 Canadian geese while the aircraft was flying in a broken cloud layer. The crew stated that one goose impacted the outboard leading edge of the right wing, puncturing a hole through the leading edge and rupturing the fuel tank. The crew stated that the aircraft began to shake and the crew shut down the right engine. The crew declared an emergency with Air Traffic Control and was able to complete the flight to General Mitchell International.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the in-flight collision with a bird.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

1. (C) OBJECT - BIRD(S)

Factual Information

On February 8, 1999, at 1135 central standard time (CST), a Beech 1900D, N148SK, piloted by an Airline Transport Pilot, sustained substantial damage following an in-flight impact with a Canadian goose. Instrument meteorological conditions prevailed at the time of the accident. The flight was operating under the provisions of 14 CFR Part 121 as a passenger carrying flight. The flight was operating on an instrument flight plan. The 2 crew members and 12 passengers reported no injuries. The flight departed Kent County International, Grand Rapids, Michigan, at 1053 CST, and was en route to General Mitchell International, Milwaukee, Wisconsin.

According to the crew's written statement, they reported that approximately 24 nautical miles from the flight's destination, at 2,900 feet mean sea level, they encountered a flock of 20 to 30 Canadian geese while the aircraft was flying in a broken cloud layer. The crew stated that one goose impacted the outboard leading edge of the right wing, puncturing a hole through the leading edge and rupturing the fuel tank. The crew stated that the aircraft began to shake and the crew shut down the right engine. The crew declared an emergency with Air Traffic Control and was able to complete the flight to General Mitchell International.

Pilot Information

| | | | |
|----------------------------------|--|--|----------------------------|
| Certificate: | Airline Transport | Age: | 34, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--w/ waivers/lim. | Last Medical Exam: | 10/08/1998 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 4990 hours (Total, all aircraft), 2833 hours (Total, this make and model), 3752 hours (Pilot In Command, all aircraft), 87 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|-------------------------------|--------------------------------------|------------------------------------|----------------------------|
| Aircraft Manufacturer: | Beech | Registration: | N148SK |
| Model/Series: | 1900D 1900D | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Transport | Serial Number: | UE148 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 21 |
| Date/Type of Last Inspection: | 02/04/1999, Continuous Airworthiness | Certified Max Gross Wt.: | 16950 lbs |
| Time Since Last Inspection: | 20 Hours | Engines: | 2 Turbo Prop |
| Airframe Total Time: | 8899 Hours | Engine Manufacturer: | P&W |
| ELT: | Installed, not activated | Engine Model/Series: | PT6A-67D |
| Registered Owner: | ASTRAL AVIATION, INC. | Rated Power: | 1279 hp |
| Operator: | ASTRAL AVIATION, INC. | Air Carrier Operating Certificate: | Commuter Air Carrier (135) |
| Operator Does Business As: | SKYWAY AIRLINES | Operator Designator Code: | S2YA |

Meteorological Information and Flight Plan

| | | | |
|----------------------------------|------------------------|-------------------------------|-----------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | MKE, 723 ft msl | Observation Time: | 1056 CST |
| Distance from Accident Site: | 24 Nautical Miles | Direction from Accident Site: | 45° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Temperature/Dew Point: | 3°C / 2°C |
| Lowest Ceiling: | Broken / 800 ft agl | Visibility | 3 Miles |
| Wind Speed/Gusts, Direction: | 15 knots, 180° | Visibility (RVR): | 0 ft |
| Altimeter Setting: | 29 inches Hg | Visibility (RVV): | 0 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | GRAND RAPIDS, MI (GRR) | Type of Flight Plan Filed: | IFR |
| Destination: | (MKE) | Type of Clearance: | IFR |
| Departure Time: | 1053 CST | Type of Airspace: | Class E |

Airport Information

| | | | |
|----------------------|-----------------------------|---------------------------|-----------|
| Airport: | GENERAL MITCHEL INT'L (MKE) | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | ILS |
| Runway Length/Width: | | VFR Approach/Landing: | Full Stop |

Wreckage and Impact Information

| | | | |
|---------------------|---------|----------------------|-------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 12 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 14 None | Latitude, Longitude: | |

Administrative Information

| | | | |
|-----------------------------------|--|---------------|------------|
| Investigator In Charge (IIC): | PAMELA S SULLIVAN | Adopted Date: | 04/20/2001 |
| Additional Participating Persons: | HAROLD EUBANK; MILWAUKEE, WI | | |
| 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

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.