

Statement of Captain Stan Czarnik, Piedmont Airlines flight 4206 on the morning of August 10, 2014.

These are the facts, to the best of my recollection.

Our show time was 0500 with a scheduled departure time of 0600.

We got off the gate a few minutes early.

Runway 13 was in use at the time.

We received a takeoff clearance. First Officer Shawn Erdenberg completed the checklist as we entered the runway. I was the flying pilot.

Approximately 15 seconds into the takeoff roll, I noticed a group of large birds (it was determined later that they were Canadian geese), flying from the right side of the aircraft to the left.

I initiated rejecting the takeoff and observed 2 geese impact the front windshield. I heard multiple noises, one of which was one of the engines shaking violently. The FO advised me he had seen a bird impact the propeller of the #2 engine, so as the aircraft slowed I shut that engine down. The shaking stopped.

We told the tower we had a bird strike. Shawn told me part of one of the #2 engine propeller blades was missing.

I determined there was no fire or other immediate hazard, so we told the tower we needed to go back to the gate. We called MDT Operations and asked them to call Dispatch.

When we got to the gate, completed the appropriate checklists and shut the remaining engine down. I entered the cabin, where I was informed of the damage at that time. I asked a passenger sitting on the side of the aircraft that was struck if he wanted medical assistance. He refused.

I told everyone they would have to leave the aircraft and take all their personal belongings.

I left the cabin after passenger deplaning and saw the exterior damage for the first time.

Stan Czarnik