

My name is Shawn Erdenberg and I was the first officer for Piedmont Airlines flight 4206 on the morning of August 10, 2014. I have an Airline Transport Pilot certificate (# [REDACTED]) with a type rating in the DeHavilland Dash-8 and had 4022.3 hours of total flight time when I reported for work that morning (including 3661.5 hours of SIC in the DHC-8).

Preflight and taxi-out were uneventful. The weather was clear VMC as we took runway 13 for departure just after 6:00 am local time. On takeoff roll prior to V1, we struck several geese, which flew in to the path of our aircraft during the takeoff roll. The captain initiated the reject procedure as soon as he spotted them, but we were unable to stop in time to avoid impact.

As the Captain was performing the RTO actions, I saw a bird strike the #2 propeller. I notified the Tower that we were rejecting the takeoff and told the Captain we had possible damage to the #2 propeller and engine. We shut down the #2 engine and informed the Tower of our intention to return to the gate. During the taxi-in, I made an announcement to the passengers, gave more information about the strike to ATC, and notified the company what had happened. Once at the gate, we completed all the appropriate checklists and then determined that there were no injuries and sent the passengers into the terminal to be accommodated.