

U S. Department of Transportation
Federal Aviation Administration

BIRD / OTHER WILDLIFE STRIKE REPORT

| 1. Name of Operator Wilde Air Service LLC | | 2. Aircraft Make/Model AERO COMMANDER/ S2R | | 3. Engine Make/Model TPE331-6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------------------------------|---|--------------------------------|--|---------------------------|--------|--------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--|-------------------------------------|-----------------|--------------------------|--------------------------|-----------------|--------------------------|--------------------------|-----------------|--------------------------|--------------------------|--------------|--------------------------|--------------------------|---------------|--------------------------|--------------------------|-------------|--------------------------|--------------------------|-----------------|--------------------------|--------------------------|---------|--------------------------|--------------------------|-----------|--------------------------|--------------------------|---------------------|--------------------------|--------------------------|
| 4. Aircraft Registration N1746S | | 5. Date of Incident 06 / 13 / 2024 Month Day Year | | 6. Local Time of Incident <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Night <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM 3 HR 55 MIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. Airport Name KBKC | | 8. Runway Used | | 9. Location if En Route (Nearest Town/Reference & State) Near White,SD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10. Height (AGL) 30 | | 11. Speed (IAS) 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12. Phase of Flight <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input checked="" type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll | | 13. Part(s) of Aircraft Struck or Damaged <table border="1"><thead><tr><th></th><th>Struck</th><th>Damaged</th></tr></thead><tbody><tr><td>A. Radome</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>B. Windshield</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>C. Nose</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>D. Engine No. 1</td><td><input checked="" type="checkbox"/></td><td><input checked="" type="checkbox"/></td></tr><tr><td>E. Engine No. 2</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>F. Engine No. 3</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>G. Engine No. 4</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>H. Propeller</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>I. Wing/Rotor</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>J. Fuselage</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>K. Landing Gear</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>L. Tail</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>M. Lights</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>N. Other: (Specify)</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr></tbody></table> | | | | | Struck | Damaged | A. Radome | <input type="checkbox"/> | <input type="checkbox"/> | B. Windshield | <input type="checkbox"/> | <input type="checkbox"/> | C. Nose | <input type="checkbox"/> | <input type="checkbox"/> | D. Engine No. 1 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | E. Engine No. 2 | <input type="checkbox"/> | <input type="checkbox"/> | F. Engine No. 3 | <input type="checkbox"/> | <input type="checkbox"/> | G. Engine No. 4 | <input type="checkbox"/> | <input type="checkbox"/> | H. Propeller | <input type="checkbox"/> | <input type="checkbox"/> | I. Wing/Rotor | <input type="checkbox"/> | <input type="checkbox"/> | J. Fuselage | <input type="checkbox"/> | <input type="checkbox"/> | K. Landing Gear | <input type="checkbox"/> | <input type="checkbox"/> | L. Tail | <input type="checkbox"/> | <input type="checkbox"/> | M. Lights | <input type="checkbox"/> | <input type="checkbox"/> | N. Other: (Specify) | <input type="checkbox"/> | <input type="checkbox"/> |
| | Struck | Damaged | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. Radome | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B. Windshield | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C. Nose | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D. Engine No. 1 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E. Engine No. 2 | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F. Engine No. 3 | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| G. Engine No. 4 | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H. Propeller | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I. Wing/Rotor | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J. Fuselage | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| K. Landing Gear | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L. Tail | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M. Lights | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. Other: (Specify) | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precautionary Landing <input checked="" type="checkbox"/> Engines Shut Down <input type="checkbox"/> Other: (Specify) | | 15. Sky Condition <input checked="" type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast | | 16. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input checked="" type="checkbox"/> None | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17. Bird/Other Wildlife Species Ducks | | 18. Number of birds seen and/or struck <table border="1"><thead><tr><th>Number of Birds</th><th>Seen</th><th>Struck</th></tr></thead><tbody><tr><td>1</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>2-10</td><td><input checked="" type="checkbox"/></td><td><input checked="" type="checkbox"/></td></tr><tr><td>11-100</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td>more than 100</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr></tbody></table> | | Number of Birds | Seen | Struck | 1 | <input type="checkbox"/> | <input type="checkbox"/> | 2-10 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | 11-100 | <input type="checkbox"/> | <input type="checkbox"/> | more than 100 | <input type="checkbox"/> | <input type="checkbox"/> | 19. Size of Bird(s) <input type="checkbox"/> Small <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Large | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Birds | Seen | Struck | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2-10 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11-100 | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| more than 100 | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20. Pilot Warned of Birds <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21. Remarks (Describe damage, injuries and other pertinent information) At approximately, 15:55 CDT I was finishing my last clean up pass on field number 5, heading South West. As I was pulling out of the field a flock of ducks flew up in front of me. I applied a little more pressure to the stick to climb above the ducks but it was not enough and I came in contact with some of them. At this time, I was approximately 30ft off the ground. Initially thinking the ducks ended up in my spray gear and the main landing gear I continued my climb in order to clear the shelterbelt and the pole line on the south end of the field. A few seconds after contact with the ducks, I felt the engine quit producing thrust. I verified this by checking my engine gauges and witnessing the N1, torque, and EGT gauges rolling back. I pushed my power lever forward to verify the engine had in fact quit as it had no effect. At this time, I am approximately 80 ft above ground. Having no altitude and running out of airspeed, my only option was to land straight ahead. I pitched the aircraft down to gain a little more airspeed and when I was just over the ground I put the aircraft into a three-point landing configuration. I did not use flaps. As the aircraft came into contact with the ground, the main landing gear sank into the wet ground, as we had a good rain shower that morning. The aircraft then flipped on its back. At the time, I had 20 gallons of product on board and approximately 90 gallons of fuel. When everything quit moving I exited the aircraft as quickly as possible. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DAMAGE / COST INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22. Aircraft time out of service: 3:56 PM _____ hours | | 23. Estimated cost of repairs or replacement (U.S. \$): \$ 700,000 | | 24. Estimated other Cost (U.S. \$) (e.g. loss of revenue, fuel, hotels): \$200,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reported by (Optional) Isaac Wilde | | | Title Owner/Operator | | Date 06/17/2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Paperwork Reduction Act Statement: The information collected on this form is necessary to allow the Federal Aviation Administration to assess the magnitude and severity of the wildlife-aircraft strike problem in the U.S. The information is used in determining the best management practices for reducing the hazard to aviation safety caused by wildlife-aircraft strikes. We estimate that it will take approximately 6 minutes to complete the form. The information collected is voluntary. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0045. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ABA-20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |