



Aviation Investigation Final Report

Location:	Chefornak, Alaska	Accident Number:	ANC05CA005
Date & Time:	October 11, 2004, 09:19 Local	Registration:	N5277J
Aircraft:	Cessna 207	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

The scheduled commuter airline flight was on short final approach to land when a large bird collided with and penetrated the windshield. No one aboard was injured, and the commercial pilot was able to make an uneventful landing. The damage from the bird strike required the windshield to be replaced.

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 while on final approach to land.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) OBJECT - BIRD(S)

Factual Information

On October 11, 2004, about 0919 Alaska daylight time, a wheel-equipped Cessna 207 airplane, N5277J, operated by Hageland Aviation Services under Title 14, CFR Part 135 as scheduled commuter Flight 63, sustained substantial damage when it struck a bird while on final approach to land at the Chefnak airport, Chefnak, Alaska. The commercial pilot and two passengers were not injured. The flight departed Kipnuk, Alaska, about 0900, and was en route to Chefnak. Visual meteorological conditions prevailed, and a VFR flight plan was in effect.

During a telephone conversation with the operator's director of operations on October 14, he related that the accident pilot reported that a large bird, possibly a Ptarmigan, struck and penetrated the airplane's windshield. The pilot was able to continue the landing approach, and made an uneventful landing. The director of operations reported that due to the bird strike, the windshield had to be replaced.

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 7, 2004
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	7295 hours (Total, all aircraft), 4500 hours (Total, this make and model), 7295 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5277J
Model/Series:	207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20700772
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:	Gussic Ventures	Rated Power:	
Operator:	Hageland Aviation	Operating Certificate(s) Held:	Commuter air carrier (135), On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Kipnuk, AK (KPN)	Type of Flight Plan Filed:	VFR
Destination:	Chefornak, AK	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	3 None	Latitude, Longitude:	60.149166,-164.285552

Administrative Information

Investigator In Charge (IIC): LaBelle, James

Additional Participating Persons:

Original Publish Date: January 24, 2005

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=60332>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).