



Aviation Investigation Final Report

Location:	Juneau, Alaska	Accident Number:	ANC08LA067
Date & Time:	May 10, 2008, 17:30 Local	Registration:	N62355
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

During an on-demand air taxi flight, the pilot was approaching a seaplane base for landing in a float-equipped airplane when it collided with a large bird. An FAA airworthiness inspector, Juneau Flight Standards District Office (FSDO), reported that the operator informed him of a collision with the bird that resulted in structural damage to the right wing leading edge.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Structural damage to the airplane as the result of a birdstrike.

Findings

Environmental issues	Animal(s)/bird(s) - Effect on equipment
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Factual Information

History of Flight

Approach-VFR pattern downwind	Birdstrike (Defining event)
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On May 10, 2008, about 1730 Alaska daylight time, a float-equipped de Havilland DHC-2 airplane, N62355, sustained substantial damage when it collided with a large bird during the landing approach, about 3/4 mile southwest of the Juneau International Seaplane base, Juneau, Alaska. The airplane was being operated as a visual flight rules (VFR) on-demand passenger flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Ward Air Inc., Juneau. The airline transport certificated pilot, and the two passengers, were not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the Funter Bay Seaplane base, about 1700.

On May 13, A Federal Aviation Administration (FAA) airworthiness inspector, Juneau Flight Standards District Office (FSDO), reported that the operator informed him of a collision with a bird that resulted in structural damage to the right wing leading edge. The pilot did not submit an NTSB Pilot/Operator Aircraft Accident Report.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 31, 2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9900 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N62355
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1045
Landing Gear Type:	Float	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Pratt and Whitney
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	Ward Air Inc.	Rated Power:	450 Horsepower
Operator:	Ward Air Inc.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	HXRA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAJN,21 ft msl	Distance from Accident Site:	
Observation Time:	16:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 4600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.7 inches Hg	Temperature/Dew Point:	12°C / 4°C
Precipitation and Obscuration:			
Departure Point:	Funter Bay, AK (PANR)	Type of Flight Plan Filed:	VFR
Destination:	Juneau, AK (PAJN)	Type of Clearance:	VFR
Departure Time:	17:00 Local	Type of Airspace:	

Airport Information

Airport:	Juneau International PAJN	Runway Surface Type:	
Airport Elevation:	21 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	58.354999,-134.576385

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	David Frederick; FAA-AL JNU FSDO 05; Juneau, AK
Original Publish Date:	December 8, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=68010

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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](#).