



Aviation Investigation Final Report

Location:	Homer, Alaska	Accident Number:	ANC10CA003
Date & Time:	October 7, 2009, 19:15 Local	Registration:	N7138Q
Aircraft:	Cessna U206F	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial pilot reported that after departing on a Title 14, CFR Part 91 personal cross-country flight, he heard a thump, and he elected to return to his departure airport to investigate. A postflight inspection revealed damage to the airplane’s outboard portion of the right wing, with bird feathers and blood imbedded in the leading edge. A subsequent maintenance examination revealed structural damage to the airplane’s right wing spar. The pilot indicated there were no preaccident mechanical problems with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An in-flight collision with a bird.

Findings

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

History of Flight

Enroute-cruise	Birdstrike (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	28, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	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:	October 22, 2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6743 hours (Total, all aircraft), 3317 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7138Q
Model/Series:	U206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20603074
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	September 25, 2009 Continuous airworthiness	Certified Max Gross Wt.:	
Time Since Last Inspection:	57 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	13354 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91A installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	Meridian Aviation Services LLC	Rated Power:	300 Horsepower
Operator:	James Christensen	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	6 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	Moderate - Showers - Rain		
Departure Point:	Homer, AK (PAHO)	Type of Flight Plan Filed:	Company VFR
Destination:	Nanwalek, AK (AK07)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	59.433334,-151.699996(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Larry Peterson; Federal Aviation Administration (Operations); Anchorage, AK
Original Publish Date:	April 19, 2010
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=74905

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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](#).