



Aviation Investigation Final Report

Location:	Aleknagik, Alaska	Accident Number:	ANC10CA078
Date & Time:	August 27, 2010, 10:30 Local	Registration:	N35851
Aircraft:	Cessna U206F	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

The commercial pilot was on a local flight in support of a remote lodge operation, operating under Title 14, CFR Part 91. He said during cruise flight a Loon struck and penetrated the right side of the cockpit windscreen, and came to rest in the unoccupied passenger cabin.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A bird strike which penetrated the airplane's windscreen.

Findings

Aircraft	Flight compartment windows - Damaged/degraded
Environmental issues	Animal(s)/bird(s) - Effect on equipment

Factual Information

History of Flight

Enroute-cruise	Birdstrike (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	55, 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:	May 25, 2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 21, 2010
Flight Time:	9336 hours (Total, all aircraft), 2140 hours (Total, this make and model), 9267 hours (Pilot In Command, all aircraft), 245 hours (Last 90 days, all aircraft), 120 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N35851
Model/Series:	U206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20602757
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	August 18, 2010 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6388 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	TIKCHIK NARROWS LODGE INC	Rated Power:	285 Horsepower
Operator:	TIKCHIK NARROWS LODGE INC	Operating Certificate(s) Held:	None

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:	Few / 700 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 700 ft AGL	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:	Tikchik Narrows, AK (AK56)	Type of Flight Plan Filed:	Company VFR
Destination:	Tikchik Narrows, AK (AK56)	Type of Clearance:	None
Departure Time:	09:45 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:	59.946388,-158.198059

Administrative Information

Investigator In Charge (IIC): Lewis, Lawrence

Additional Participating Persons:

Original Publish Date: December 20, 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=77106>

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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](#).