



Aviation Investigation Final Report

Location:	Friday Harbor, Washington	Accident Number:	WPR13CA246
Date & Time:	May 14, 2013, 15:00 Local	Registration:	N707WJ
Aircraft:	Cessna U206G	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that the airplane struck an eagle on the downwind leg in the airport traffic pattern. The pilot subsequently landed the airplane without further incident. The airplane sustained substantial damage to the right outboard wing. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A collision with a bird while on the downwind leg of the traffic pattern.

Findings

Environmental issues	Animal(s)/bird(s) - Contributed to outcome
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Factual Information

History of Flight

Approach-VFR pattern downwind	Birdstrike (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	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:	April 30, 2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 25, 2012
Flight Time:	5910 hours (Total, all aircraft), 1750 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N707WJ
Model/Series:	U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	U20604054
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	April 15, 2013 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6359 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	CANNERY LEASING LTD	Rated Power:	300 Horsepower
Operator:	Island Air	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:	Scattered / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oak Harbor, WA (KOKH)	Type of Flight Plan Filed:	Company VFR
Destination:	Friday Harbor, WA (FHR)	Type of Clearance:	None
Departure Time:	14:40 Local	Type of Airspace:	

Airport Information

Airport:	Friday Harbor FHR	Runway Surface Type:	
Airport Elevation:	113 ft msl	Runway Surface Condition:	
Runway Used:	16	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	48.521945,-123.024169(est)

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Bill Reichardt; FAA FSDO; Renton, WA
Original Publish Date:	July 23, 2013
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=87019

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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](#).