



Aviation Investigation Final Report

Location:	Pepperell, Massachusetts	Accident Number:	ERA14CA419
Date & Time:	August 23, 2014, 13:00 Local	Registration:	N202EH
Aircraft:	DEHAVILLAND DHC 6 TWIN OTTER	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	10 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

While climbing through 2,500 feet after takeoff, the pilot observed a red-tailed hawk approaching the airplane from below. The hawk impacted the left wing, and the pilot elected to perform a precautionary landing. The airplane subsequently landed without incident. Postaccident examination by a Federal Aviation Administration inspector revealed substantial damage to the left wing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

An inadvertent collision with a bird, which resulted in substantial damage to the left wing.

Findings

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

History of Flight

Enroute-climb to cruise	Birdstrike (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	24
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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 10, 2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1873.6 hours (Total, all aircraft), 374.5 hours (Total, this make and model), 1810.3 hours (Pilot In Command, all aircraft), 349.5 hours (Last 90 days, all aircraft), 130 hours (Last 30 days, all aircraft), 8.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N202EH
Model/Series:	DHC 6 TWIN OTTER	Aircraft Category:	Airplane
Year of Manufacture:	1967	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	48
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	June 30, 2014 100 hour	Certified Max Gross Wt.:	11579 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	42864 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C91A installed, not activated	Engine Model/Series:	PT6A-27
Registered Owner:	Skydive Factory, Inc	Rated Power:	680 Horsepower
Operator:	Skydive Factory, Inc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KASH,200 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	12:54 Local	Direction from Accident Site:	16°
Lowest Cloud Condition:	Scattered	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	19°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pepperell, MA (26MA)	Type of Flight Plan Filed:	None
Destination:	Pepperell, MA (26MA)	Type of Clearance:	Traffic advisory
Departure Time:	13:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Pepperell Airport 26MA	Runway Surface Type:	Asphalt
Airport Elevation:	176 ft msl	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	2820 ft / 25 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	9 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	10 None	Latitude, Longitude:	42.7,-71.550003

Administrative Information

Investigator In Charge (IIC): Diaz, Allison

Additional Participating Persons:

Original Publish Date: February 11, 2015

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.ntsb.gov/Docket?ProjectID=89997>

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