



# Aviation Investigation Final Report

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<b>Location:</b>	Cedar Key, Florida	<b>Accident Number:</b>	GAA18CA308
<b>Date &amp; Time:</b>	May 28, 2018, 16:15 Local	<b>Registration:</b>	N269DW
<b>Aircraft:</b>	CIRRUS DESIGN CORP SR22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

According to the pilot, during initial climb, about 90 ft above ground level, the airplane flew through a flock of canary-size birds. He reported that, after the bird strikes, the airplane continued to climb, but the "prop then became unbalanced causing a violent vibration," followed by a steep left bank and then a right bank. He recalled that the airspeed decreased, and the stall warning horn sounded, and about 5 seconds later, the airplane impacted a body of water adjacent to the airport in a 60° left bank.

Photographs provided by Federal Aviation Administration aviation safety inspector showed that the airplane sustained substantial damage to both wings and the fuselage.

The pilot reported that there were no 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:

The airplane's collision with multiple birds during initial climb, which damaged the propeller and resulted in a subsequent aerodynamic stall because the airspeed could not be maintained.

## Findings

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<b>Environmental issues</b>	Animal(s)/bird(s) - Effect on operation
<b>Aircraft</b>	Airspeed - Attain/maintain not possible

## Factual Information

### History of Flight

<b>Initial climb</b>	Birdstrike (Defining event)
<b>Initial climb</b>	Aerodynamic stall/spin
<b>Takeoff</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 None	<b>Last FAA Medical Exam:</b>	November 6, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 12, 2017
<b>Flight Time:</b>	(Estimated) 950 hours (Total, all aircraft), 760 hours (Total, this make and model), 950 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CIRRUS DESIGN CORP	<b>Registration:</b>	N269DW
<b>Model/Series:</b>	SR22 UNDESIGNAT	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2006	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1793
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 29, 2018 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1350 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-550
<b>Registered Owner:</b>	FLY UP LLC.	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	FLY UP LLC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CDK,10 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>	20:15 Local	<b>Direction from Accident Site:</b>	122°
<b>Lowest Cloud Condition:</b>	Scattered / 2100 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Broken / 2600 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	17 knots / 23 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.77 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 25°C
<b>Precipitation and Obscuration:</b>	Moderate - None - Mist		
<b>Departure Point:</b>	Cedar Key, FL (CDK)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hollywood, FL (HWO)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:13 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	GEORGE T LEWIS CDK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	11 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	05	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2355 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	29.134166,-83.050552(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Scott Olson; FAA; Tampa, FL
<b>Original Publish Date:</b>	March 18, 2019
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97347">https://data.nts.gov/Docket?ProjectID=97347</a>

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