



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Sacramento, CA | Accident Number: | WPR10LA141 |
| Date & Time: | 02/18/2010, 1841 PST | Registration: | N892FE |
| Aircraft: | CESSNA 208B | Aircraft Damage: | Substantial |
| Defining Event: | Birdstrike | Injuries: | 1 None |
| Flight Conducted Under: | Part 135: Air Taxi & Commuter - Non-scheduled | | |

Analysis

The pilot was on approach to the airport when he saw five large birds. The pilot felt an impact to the right wing and the airplane rolled to the right. The pilot corrected the roll with opposite aileron and rudder input and the airplane landed safely on the runway. Postaccident examination showed substantial damage to the right wing spar. Bird remains recovered from the airplane were identified as tundra swan.

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 while on final approach.

Findings

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

On February 18, 2010, at 1841 Pacific standard time, a Cessna 208B, N892FE, struck a bird while on approach to Sacramento International Airport, Sacramento, California. West Air, Inc., was operating the airplane under the provisions of 14 Code of Federal Regulations Part 135 as an on-demand cargo flight. The commercial pilot, the sole occupant, was not injured. The airplane sustained substantial damage to the right wing. Visual meteorological conditions prevailed and an instrument flight plan was in effect. The pilot departed from Arcata Airport, Arcata, California, and was on approach to his destination when the bird strike occurred.

According to the pilot, he was approaching runway 16R. The airplane was on final approach at 300 feet above ground level when the pilot saw about five large birds. The pilot felt an impact to the airplane and the airplane rolled to the right as speed was reduced. The pilot corrected the roll with opposite aileron and rudder input and the aircraft landed on runway 16R.

Post accident examination showed damage to the right wing landing/taxi light area. Impact to the spar web resulted in the spar cap twisting downward. Two holes were punctured through the spar web. The sheet metal directly behind the landing light assembly was torn loose. Additionally, some control loss was experienced by the pilot due to the aileron control cables being pushed out of position.

Remains from the bird were recovered from the damage site and sent to the Smithsonian Institute for identification. According to the test results, the remains were identified as tundra swan.

History of Flight

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| Approach | Birdstrike (Defining event) |
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Pilot Information

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| Certificate: | Flight Instructor; Commercial | Age: | 38, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 With Waivers/Limitations | Last Medical Exam: | 09/22/2009 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | 11/11/2009 |
| Flight Time: | 4210 hours (Total, all aircraft), 1008 hours (Total, this make and model), 4050 hours (Pilot In Command, all aircraft), 77 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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| Aircraft Manufacturer: | CESSNA | Registration: | N892FE |
| Model/Series: | 208B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 208B0222 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 02/04/2010, AAIP | Certified Max Gross Wt.: | 8785 lbs |
| Time Since Last Inspection: | 4 Hours | Engines: | 1 Turbo Prop |
| Airframe Total Time: | 8986 Hours | Engine Manufacturer: | Pratt and Whitney |
| ELT: | C126 installed, not activated | Engine Model/Series: | PT6-114A |
| Registered Owner: | Federal Express Corporation | Rated Power: | 500 hp |
| Operator: | WEST AIR INC | Air Carrier Operating Certificate: | On-demand Air Taxi (135) |
| Operator Does Business As: | | Operator Designator Code: | AWHA |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night |
| Observation Facility, Elevation: | SMF, 27 ft msl | Observation Time: | 0653 PST |
| Distance from Accident Site: | 0 Nautical Miles | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Temperature/Dew Point: | 15°C / 13°C |
| Lowest Ceiling: | None | Visibility | 8 Miles |
| Wind Speed/Gusts, Direction: | 5 knots, 230° | Visibility (RVR): | |
| Altimeter Setting: | 29.85 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration | | |
| Departure Point: | Arcata, CA (ACV) | Type of Flight Plan Filed: | IFR |
| Destination: | Sacramento, CA (SMF) | Type of Clearance: | IFR |
| Departure Time: | 1718 PST | Type of Airspace: | |

Airport Information

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| Airport: | Sacramento International (SMF) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 27 ft | Runway Surface Condition: | Dry |
| Runway Used: | 16R | IFR Approach: | Visual |
| Runway Length/Width: | 8600 ft / 150 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|------------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 38.695278, -121.590556 (est) |

Administrative Information

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| Investigator In Charge (IIC): | Kristi Dunks | Adopted Date: | 05/28/2010 |
| Additional Participating Persons: | Brook Stewart; Federal Aviation Administration; Sacramento, CA | | |
| Publish Date: | 12/09/2011 | | |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75389 | | |

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