



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Traverse City, MI	<b>Accident Number:</b>	CEN14LA262
<b>Date &amp; Time:</b>	05/28/2014, 1500 EDT	<b>Registration:</b>	N299SK
<b>Aircraft:</b>	EMBRAER EMB 135KL	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Birdstrike	<b>Injuries:</b>	45 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

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## Analysis

The airplane struck a common loon during the descent to land, which resulted in substantial damage to the airframe. The pilot reported that the airplane was about 10 miles from the airport and descending through about 3,500 to 3,000 feet mean sea level when the bird strike occurred.

## 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 during the descent to land, which resulted in substantial damage to the airplane.

## Findings

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

On May 28, 2014, about 1500 eastern daylight time, an Embraer EMB-135KL, N299SK, sustained substantial damage from a bird strike during approach to runway 10 at the Cherry Capital Airport, Traverse City, Michigan. There were no injuries to the two flight crewmembers, the cabin attendant, or the 42 passengers. The airplane sustained damage to the windshield, skins, frame and internal supports in the area near the first officer's windshield. The aircraft was registered to Wells Fargo Bank Northwest and operated by Chautauqua Airlines under the provisions of 14 Code of Federal Regulations Part 121 as domestic passenger flight. Visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan. The flight originated from the Chicago O'Hare International Airport, Chicago, Illinois, about 1412.

The pilot reported that the airplane was about 10 miles southwest of TVC and was set up for the visual approach to runway 10. While descending through 3,500 to 3,000 feet above mean sea level (msl), the airplane struck a bird which impacted just below the first officer's windshield. The pilot reported that the bird had punctured a hole just below the windshield and through the wall above and left of the first officer's feet. The pilot informed air traffic control of the bird strike. The airplane landed safely and continued normally to the gate.

Examination of the airplane revealed bird remains in the area of the damage near the first officer's windshield. The bird remains were later identified as those from a Common Loon.

## History of Flight

Approach	Birdstrike (Defining event)
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## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last Medical Exam:</b>	02/25/2014
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	02/25/2014
<b>Flight Time:</b>	6403 hours (Total, this make and model)		

## Co-Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With Waivers/Limitations	<b>Last Medical Exam:</b>	08/22/2013
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	08/18/2013
<b>Flight Time:</b>	4991 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	EMBRAER	<b>Registration:</b>	N299SK
<b>Model/Series:</b>	EMB 135KL NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	145532
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	48
<b>Date/Type of Last Inspection:</b>	05/19/2014, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	46517 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>	31099 Hours	<b>Engine Manufacturer:</b>	Rolls Royce
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	AE3003A1/3
<b>Registered Owner:</b>	WELLS FARGO BANK NORTHWEST NA TRUSTEE	<b>Rated Power:</b>	6820 lbs
<b>Operator:</b>	CHAUTAUQUA AIRLINES INC	<b>Air Carrier Operating Certificate:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>	American Connection	<b>Operator Designator Code:</b>	CHQA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TVC	Observation Time:	1853 UTC
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	17° C / 8° C
Lowest Ceiling:	Broken / 24000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	8 knots, 30°	Visibility (RVR):	
Altimeter Setting:	30.07 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	CHICAGO, IL (ORD)	Type of Flight Plan Filed:	IFR
Destination:	Traverse City, MI (TVC)	Type of Clearance:	IFR
Departure Time:	1412 EDT	Type of Airspace:	

## Airport Information

Airport:	CHERRY CAPITAL (TVC)	Runway Surface Type:	Asphalt
Airport Elevation:	624 ft	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	Visual
Runway Length/Width:	6901 ft / 150 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	42 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	45 None	Latitude, Longitude:	44.741667, -85.581667

## Administrative Information

Investigator In Charge (IIC):	John M Brannen	Adopted Date:	12/15/2014
Additional Participating Persons:	Thomas Kozura; FAA, Grand Rapids FSDO; Grand Rapids, MI		
Publish Date:	12/15/2014		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89300">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89300</a>		

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