



National Transportation Safety Board Aviation Accident Final Report

Location:	Skagway, AK	Accident Number:	GAA17CA311
Date & Time:	05/22/2017, 0845 AKD	Registration:	N754KP
Aircraft:	CESSNA 208	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	8 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

The pilot reported that, while en route, about 1,500 ft, he saw a goose approaching the airplane. He added that he attempted to turn and avoid the goose, but the goose impacted the windscreen. The pilot landed the airplane at a nearby airport without further incident.

The airplane sustained substantial damage to the windscreen and fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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:

An in-flight collision with a goose.

Findings

Environmental issues	Animal(s)/bird(s) - Ability to respond/compensate (Cause)
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Factual Information

History of Flight

Enroute	Birdstrike (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-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 Without Waivers/Limitations	Last Medical Exam:	10/06/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	04/18/2017
Flight Time:	(Estimated) 1075 hours (Total, all aircraft), 95 hours (Total, this make and model), 910 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N754KP
Model/Series:	208 B	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	208B1264
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	05/10/2017, AAIP	Certified Max Gross Wt.:	9062 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:	2423.3 Hours	Engine Manufacturer:	Honeywell
ELT:	C126 installed, not activated	Engine Model/Series:	TPE331-12JR
Registered Owner:	KALININ PARTNERS LLC	Rated Power:	900 hp
Operator:	KALININ PARTNERS LLC	Air Carrier Operating Certificate:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:	Alaska Seaplanes	Operator Designator Code:	P9KA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAGY, 20 ft msl	Observation Time:	1553 UTC
Distance from Accident Site:	9 Nautical Miles	Direction from Accident Site:	336°
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	9°C / 5°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	3 knots, 40°	Visibility (RVR):	
Altimeter Setting:	29.82 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JUNEAU, AK (JNU)	Type of Flight Plan Filed:	Company VFR
Destination:	SKAGWAY, AK (SGY)	Type of Clearance:	None
Departure Time:	0800 AKD	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 None	Latitude, Longitude:	59.321944, -135.206111 (est)

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Adopted Date:	07/20/2017
Additional Participating Persons:	Gary V Stears; FAA; Juneau, AK		
Publish Date:	07/20/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95271		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.