



Aviation Investigation Final Report

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

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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	67,Male
Airplane Rating(s):	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 3 None	Last FAA Medical Exam:	November 6, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 12, 2017
Flight Time:	(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

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).