



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Fairbanks, Alaska	Accident Number:	GAA18CA357
Date & Time:	June 6, 2018, 05:15 Local	Registration:	N8646V
Aircraft:	Bellanca 7ECA	Aircraft Damage:	Substantial
Defining Event:	Birdstrike	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, a bird struck the airplane's windscreen when he was practicing a steep turn. The airplane remained controllable, and he returned to the airport and landed without further incident.

The airplane sustained substantial damage to the windscreen, windows, and skylight.

Postaccident examination of the airplane by a Federal Aviation Administration aviation safety inspector revealed that the skylight had been installed incorrectly.

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 a bird while maneuvering.

Findings

Environmental issues	Animal(s)/bird(s) - Effect on equipment
Environmental issues	Animal(s)/bird(s) - Effect on operation

Factual Information

History of Flight

Maneuvering	Birdstrike (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor; Military	Age:	29,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 None	Last FAA Medical Exam:	December 21, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 30, 2018
Flight Time:	(Estimated) 1546.3 hours (Total, all aircraft), 5 hours (Total, this make and model), 1020 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N8646V
Model/Series:	7ECA NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	1089-75
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 11, 2018 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2780.17 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	O-235-C1
Registered Owner:		Rated Power:	110 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:	PAFA	Distance from Accident Site:	
Observation Time:	13:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.56 inches Hg	Temperature/Dew Point:	12°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fairbanks, AK (PAFA)	Type of Flight Plan Filed:	None
Destination:	Fairbanks, AK (PAFA)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	64.650001,-147.61(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Craig M Kenmonth; FAA; Fairbanks, AK
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=97511

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](#).