

RECORD OF: [ XX ] VISIT [ ] CONFERENCE OR  
[ ] TELEPHONE CALL

Time

1300

Date

09/11/2009

Name(s) of Person(s) contacted or in conference and location

Routing

Symbol

Initials

**Carl Fundeen, pilot of N6073V**

Also Present: Doug Addington, FAA

Jake Troutman, NTSB Intern

Subject: Hospital Interview, Carl Fundeen

ANC09LA088, Cessna 170B, N6073V

## Digest

I interviewed Carl Fundeen at Providence Hospital, along with Doug Addington (FAA), and Jake Troutman (NTSB Intern). Mr. Fundeen's interview was delayed due to the serious foot, leg, and hip injuries he sustained in the accident. He said that the purpose of the flight was to fly the airplane to Wasilla to have some touch-up painting done. After preflighting the airplane, which includes opening both sides of the engine cowling, he got in and started the engine, and all was normal. He then taxied the airplane to runway 31, did an engine run-up, and called for a clearance. Takeoff roll and initial climb was uneventful until about 200 feet above the runway, when the right side engine cowling "flew open" which initially startled him. He said that the airplane was flying fine, but the open cowling was flapping, bending, and making "a heck of a noise." He did not recall if he made a radio call, but he immediately started a left turn to "teardrop and come back to the airport." He said the next thing he knew, the airplane started to descend into the tundra, and there was nothing he could do. He blacked out at that point, and the next thing he recalled was a police officer standing over him, trying to move fragmented parts of the airplane off of him. Mr. Fundeen's legs and pelvis were crushed and pinned under the airplane's instrument panel, so the police officer told him to hang on, and fire rescue was just moments away. Mr. Fundeen stated that there were no mechanical problems with the airplane, except for the open cowling. He also noted that in retrospect, "I should have climbed higher before returning to the airport." When asked if he recalls if he latched the cowling after the preflight, he said he could not recall, and assumes he just forgot to latch them.

Conclusions, Action Taken, or Required