



# Aviation Investigation Final Report

<b>Location:</b>	ENGLISH BAY, Alaska	<b>Accident Number:</b>	ANC99LA006
<b>Date &amp; Time:</b>	October 16, 1998, 15:55 Local	<b>Registration:</b>	N6522T
<b>Aircraft:</b>	Britten-Norman BN-2A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	8 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

The airplane was departing runway 19, with winds from 240 degrees magnetic at 20 knots gusting to 25 knots, when it collided with an airplane parked across the east edge of the runway. No ramp area exists at the airport, requiring airplanes to park on the runway edge of the 1,850 feet long by 50 feet wide airstrip. The pilots of both airplanes told the NTSB investigator-in-charge that there was room to taxi past the parked airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's inadequate compensation for the crosswind conditions, and failure to maintain adequate clearance from the parked airplane. Factors associated with this accident were the gusty crosswinds, and the congested takeoff area due to no parking ramp.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED/CONFINED AREA
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On October 16, 1998, at 1555 Alaska daylight time, a Britten-Norman BN-2A airplane, N6522T, sustained substantial damage when it collided with a parked airplane during takeoff from the English Bay Airport, English Bay, Alaska. The airline transport pilot and the seven passengers were not injured. The airplane was operated by C and L, Inc., doing business as Homer Air Service, of Homer, Alaska. The flight was conducted under 14 CFR Part 135 as an on demand air taxi flight from English Bay to Homer. Visual meteorological conditions prevailed at the time of the accident, and a company VFR flight plan was filed.

The company chief pilot told the NTSB investigator-in-charge during a telephone interview on October 17, that there was a right crosswind, estimated to be 20 knots gusting to 25 knots. During the takeoff roll from gravel runway 19, which measures 1,850 feet long by 50 feet wide, the airplane drifted left and struck a Cessna 185 parked on the runway's east edge.

The pilot stated in his NTSB Pilot / Operator report that during his takeoff, a gust of wind hit the airplane, it veered left, and contacted the Cessna 185. The pilot indicated that the Cessna 185 was parked perpendicular to, and across, part of the runway because there is no parking ramp area. The pilot said that there was sufficient room for the BN-2 to get by.

The pilot of the Cessna 185 described winds of 15 to 20 knots from 45 degrees to the right. She said that there was enough room for the BN-2 to taxi past with 10 feet to spare. She stated that she heard full power from the BN-2 prior to the collision.

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 7, 1998
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7903 hours (Total, all aircraft), 61 hours (Total, this make and model), 6852 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Britten-Norman	<b>Registration:</b>	N6522T
<b>Model/Series:</b>	BN-2A BN-2A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	136
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	September 12, 1998 100 hour	<b>Certified Max Gross Wt.:</b>	6200 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	13477 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-E4C5
<b>Registered Owner:</b>	C AND L INC.	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	HOMER AIR SERVICE	<b>Operator Designator Code:</b>	ENEA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 1500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	20 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	, AK (KEB )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	HOMER , AK (HOM )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:55 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ENGLISH BAY KEB	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	27 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1850 ft / 50 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	7 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	8 None	<b>Latitude, Longitude:</b>	59.39965,-151.319808(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Thomas, Matthew
<b>Additional Participating Persons:</b>	THOMAS NOBLE (FAA FSDO); ANCHORAGE , AK
<b>Original Publish Date:</b>	February 16, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=45239">https://data.ntsb.gov/Docket?ProjectID=45239</a>

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