



# Aviation Investigation Final Report

<b>Location:</b>	Cold Bay, Alaska	<b>Accident Number:</b>	ANC15LA057
<b>Date &amp; Time:</b>	July 24, 2015, 13:00 Local	<b>Registration:</b>	N798
<b>Aircraft:</b>	FOUND ACFT CANADA INC FBA 2C1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Public aircraft		

## Analysis

The commercial pilot reported that, during a local public flight, he attempted to take off from an unimproved airstrip that included a dogleg right turn. About 100 ft after making the required turn, the pilot realized that he had not corrected enough to the right to get lined up with the straight portion of the takeoff area and that the airplane was drifting left. His failure to maintain adequate distance from surrounding terrain resulted in the airplane contacting a 5-ft-high berm, inadvertently becoming airborne, and entering an aerodynamic stall. The airplane subsequently impacted the tundra in a left-wing-down attitude, bounced, and then came to rest about 180 degrees from the takeoff heading.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain adequate distance from surrounding terrain during the takeoff sequence, which resulted in the airplane contacting the terrain, prematurely becoming airborne, and subsequently entering an aerodynamic stall.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Aircraft</b>	Angle of attack - Not attained/maintained
<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Environmental issues</b>	(general) - Not specified
<b>Environmental issues</b>	Rough terrain - Contributed to outcome

## Factual Information

### History of Flight

<b>Takeoff</b>	Collision during takeoff/land (Defining event)
<b>Takeoff</b>	Aerodynamic stall/spin

On July 24, 2015, about 1300 Alaska daylight time, a tailwheel-equipped Found Aircraft Canada, Inc., FBA-2C1 airplane, N798, sustained substantial damage after a loss of control during takeoff from an unimproved airstrip near Sennett Point, Unimak Island, Alaska. The certificated commercial pilot and two passengers sustained no injuries. The airplane was registered to the United States Department of the Interior, and operated by the United States Fish and Wildlife Service, under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91 as a public aircraft operations flight. Visual meteorological conditions prevailed, and a visual flight rules (VFR) flight plan was filed and activated.

During an interview with a Department of the Interior, Senior Air Safety Investigator, the pilot stated that the selected airstrip consisted of a dogleg of about 150 feet, followed by about a 25-degree right turn for an additional takeoff area of about 1,000 feet, totaling about 1,150 feet of available takeoff distance. About 100 feet after making the required turn, the pilot realized he had not made enough correction to the right to get lined up with the straight portion of the takeoff area and was drifting left. The airplane became airborne after contacting a berm about 5 feet in height, entered an aerodynamic stall, impacted the tundra in a left wing down attitude, bounced, and came to rest about 180 degrees from the takeoff heading.

The closest weather reporting facility is Cold Bay Airport, Cold Bay, Alaska, approximately 85 miles northeast of the accident site. At 1253, an aviation routine weather report (METAR) from the Cold Bay Airport was reporting in part: wind from 160 degrees at 7 knots; sky condition few at 500 feet agl, broken at 1,000 feet agl; visibility 10 statute miles; temperature 55 degrees F; dew point 54 degrees F; barometric pressure 29.91 inHg.

## Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	69
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 1, 2014
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 15, 2015
<b>Flight Time:</b>	24130 hours (Total, all aircraft), 700 hours (Total, this make and model), 23990 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	FOUND ACFT CANADA INC	<b>Registration:</b>	N798
<b>Model/Series:</b>	FBA 2C1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2002	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Restricted (Special)	<b>Serial Number:</b>	33
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 4, 2014 Annual	<b>Certified Max Gross Wt.:</b>	3500 lbs
<b>Time Since Last Inspection:</b>	171 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2043 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-540-L1C5
<b>Registered Owner:</b>	UNITED STATES DEPARTMENT OF INTERIOR	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	UNITED STATES FISH AND WILDLIFE SERVICE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PACD,78 ft msl	<b>Distance from Accident Site:</b>	85 Nautical Miles
<b>Observation Time:</b>	20:53 Local	<b>Direction from Accident Site:</b>	57°
<b>Lowest Cloud Condition:</b>	Few / 500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 1000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.9 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Cold Bay, AK (26AK)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	COLD BAY, AK (CDB )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CAPE SARICHEF 26AK	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	291 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<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>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	54.473331,-164.830001(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Williams, David
<b>Additional Participating Persons:</b>	LARRY HAMMERBECK; FAA; ANCHORAGE, AK JOHN MILLS; US DEPT OF THE INTERIOR; BOISE, ID
<b>Original Publish Date:</b>	July 11, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=91645">https://data.ntsb.gov/Docket?ProjectID=91645</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).