



Aviation Investigation Final Report

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

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

Factual Information

History of Flight

Takeoff	Collision during takeoff/land (Defining event)
Takeoff	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

Certificate:	Commercial; Flight instructor	Age:	69
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 1, 2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 15, 2015
Flight Time:	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

Aircraft Make:	FOUND ACFT CANADA INC	Registration:	N798
Model/Series:	FBA 2C1	Aircraft Category:	Airplane
Year of Manufacture:	2002	Amateur Built:	
Airworthiness Certificate:	Normal; Restricted (Special)	Serial Number:	33
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 4, 2014 Annual	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:	171 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2043 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	IO-540-L1C5
Registered Owner:		Rated Power:	300 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:	PACD,78 ft msl	Distance from Accident Site:	85 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	57°
Lowest Cloud Condition:	Few / 500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	13°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cold Bay, AK (26AK)	Type of Flight Plan Filed:	VFR
Destination:	COLD BAY, AK (CDB)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	CAPE SARICHEF 26AK	Runway Surface Type:	Grass/turf
Airport Elevation:	291 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	54.473331,-164.830001(est)

Administrative Information

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

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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](#).