

**Transportation Safety Board  
Aviation Safety Information System (ASIS)  
Data Printout - Aviation Occurrence A99O0039**

This printout is issued to provide information on the general circumstances of this occurrence. The information is based upon details provided by participants and other data uncovered to date by the investigation staff. The Transportation Safety Board of Canada (TSB) gathered this information for the purpose of advancing transportation safety. It is not the function of the TSB to assign fault or to determine civil or criminal liability.

A word of caution, some of the information in this document is as provided to the TSB and has not been subjected to further confirmation. Also, the investigation may still be in progress, and therefore, the information is subject to change.

**Occurrence Type:** INCIDENT VOLUNTARY  
**Location:** PARRY SOUND/GEORGIAN BAY  
**Country:** CANADA  
**Date:** 08-FEB-1999

**Class:** CLASS 5

**Province:** ONTARIO  
**Time:** 13:00

**Aircraft Operator**  
FOUND AIRCRAFT CANADA

**Aircraft Model**  
FBA-2C

**Registration**  
C-GDWO

<b>Injuries</b>	<b>Fatal</b>	<b>Serious</b>	<b>Minor</b>	<b>None</b>	<b>Total</b>
<b>Crew</b>	0	0	0	2	2
<b>Passenger</b>	0	0	0	0	0
<b>Ground</b>	0	0	0	N/A	0
<b>Total</b>	0	0	0	2	2

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**Aircraft Data**

**Registration: C-GDWO**

**Operator:** FOUND AIRCRAFT CANADA  
**Type of Operator:** MANUFACTURER  
**Type of Operation:** TRAINING  
**Make:** FOUND BROTHERS  
**Model:** FBA-2C  
**Common Name:**

**Category:** AEROPLANE  
**Damage:** MINOR

Injuries	Fatal	Serious	Minor	None	Total
Crew	0	0	0	2	2
Passenger	0	0	0	0	0
<b>Total</b>	0	0	0	2	2

**Individual Information**

Individual Type	Licence Type	Seat No	Crew Hours			
			All Types		This Type	
			Total	Last 90	Total	Last 90
PILOT-IN-COMMAND			0	0	0	0

**Occurrence Summary**

A99O0039: AFTER A ROUTINE FLIGHT OF ONE HOUR AND FIFTEEN MINUTES TO CHECK OUT THE OPERATION OF THE FOUND BROTHERS FBA-2C WHEEL/SKI EQUIPPED AIRCRAFT, THE PILOT AND THE AIRCRAFT MANUFACTURER/PILOT RETURNED TO THE PARRY SOUND/GEORGIAN BAY AIRPORT. THE TAIL WHEEL EQUIPPED AIRCRAFT WAS ESTABLISHED ON FINAL APPROACH TO RUNWAY 17 AT 70 KTS WITH FULL FLAP EXTENDED. WITH ALL THE LANDING CHECKS COMPLETED AND THE AIRCRAFT IN THE FLARE POSITION, THE TAIL AND MAIN LANDING GEAR (WHEELS EXTENDED) CONTACTED THE RUNWAY SURFACE. THE MAIN LANDING GEAR WHEELS SEEMED TO BE SEIZED AND DID NOT ROTATE. THE AIRCRAFT ELEVATOR WAS HELD IN THE FULL UP POSITION UNTIL THE AIRCRAFT CAME TO A STOP. DURING THE LANDING ROLL, THE AIRCRAFT NOSE PITCHED DOWN AND THE PROPELLER STRUCK THE GROUND. THE REAR FUSELAGE BULKHEAD RECEIVED MINOR DAMAGE WHEN THE TAILWHEEL CONTACTED THE RUNWAY SURFACE HEAVILY AT THE END OF THE LANDING ROLL. BOTH PILOTS EXITED THE AIRCRAFT TO DETERMINE WHY THE AIRCRAFT WHEELS DID NOT ROTATE; HOWEVER, THE WHEELS WERE FREE AND TURNING NORMALLY. THE PARKING BRAKE WAS NOT ENGAGED. IT IS SUSPECTED THAT THE WHEELS WERE FROZEN PRIOR TO TOUCHDOWN. THE WIND AT THE TIME OF THE OCCURRENCE WAS LIGHT AND VARIABLE.