



Aviation Investigation Final Report

Location:	Fairbanks, Alaska	Accident Number:	ANC23LA082
Date & Time:	September 16, 2023, 17:35 Local	Registration:	N713C
Aircraft:	Helio H-295	Aircraft Damage:	Substantial
Defining Event:	Windshear or thunderstorm	Injuries:	4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that during takeoff from a remote site surrounded by trees, he encountered windshear and a gusting tailwind during the initial climb. He said that once the airplane climbed above tree level, the airplane stopped climbing, lost altitude, and then struck a stand of trees at the departure end of the site, resulting in substantial damage to the wings and empennage. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's encounter with windshear during initial climb out, which resulted in a loss of control.

Findings

Aircraft	Climb rate - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Windshear - Effect on equipment
Environmental issues	Tailwind - Effect on equipment

Factual Information

History of Flight

Initial climb	Windshear or thunderstorm (Defining event)
Initial climb	Other weather encounter
Initial climb	Loss of control in flight
Initial climb	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport	Age:	47,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 21, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 13, 2023
Flight Time:	10200 hours (Total, all aircraft), 1500 hours (Total, this make and model), 10200 hours (Pilot In Command, all aircraft), 264 hours (Last 90 days, all aircraft), 102 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:	Age:	Male
Airplane Rating(s):	Seat Occupied:	Right
Other Aircraft Rating(s):	Restraint Used:	3-point
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:
Flight Time:		

Passenger Information

Certificate:	Age:	Male
Airplane Rating(s):	Seat Occupied:	Right
Other Aircraft Rating(s):	Restraint Used:	Unknown
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	Helio	Registration:	N713C
Model/Series:	H-295	Aircraft Category:	Airplane
Year of Manufacture:	1970	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1438
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 1, 2023 100 hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	13334.3 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	GO-480-G2D6
Registered Owner:	WRIGHT AIR SERVICE INC	Rated Power:	285 Horsepower
Operator:	WRIGHT AIR SERVICE INC	Operating Certificate(s) Held:	Commuter air carrier (135), On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AEI, 547 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	32°
Lowest Cloud Condition:	Few / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.06 inches Hg	Temperature/Dew Point:	14°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fairbanks, AK	Type of Flight Plan Filed:	VFR/IFR
Destination:	Fairbanks (Nome Creek), AK	Type of Clearance:	VFR;None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	67.4381,-147.7772

Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Robert Widman; FAA/FSDO; Fairbanks, AK
Original Publish Date:	April 4, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193105

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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](#).