



# Aviation Investigation Final Report

<b>Location:</b>	KEY WEST, Florida	<b>Accident Number:</b>	MIA96LA090
<b>Date &amp; Time:</b>	March 3, 1996, 09:45 Local	<b>Registration:</b>	N68883
<b>Aircraft:</b>	Helio H-295	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was taking off on runway 9. He stated that after the airplane became airborne, a strong gust of wind from the left caused it to roll to the right. The right wing tip contacted the runway followed by the left wing tip. The airplane then pivoted on the left wing tip, and the pilot reduced the throttle after rolling to a wings level attitude. The airplane came to rest upright on a taxiway. A weather observation taken about 11 minutes after the accident indicated the wind was from 030 degrees at 13 knots with gust to 21 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions during lift-off, which resulted in the right wingtip contacting the runway. The gusty crosswind was a related factor.

## Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: TAKEOFF

### Findings

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



## Factual Information

On March 3, 1996, about 0945 eastern standard time, a Helio Aircraft H-295, N68883, experienced an in-flight loss of control shortly after takeoff from the Key West International Airport, Key West, Florida. Visual meteorological conditions prevailed at the time and a VFR flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged and the private-rated pilot, the sole occupant, was not injured. The flight was originating at the time of the accident.

The pilot stated that after the airplane became airborne, a strong gust of wind from the left caused the airplane to roll to the right. The right wing tip then contacted the runway followed by the left wing tip. The airplane pivoted twice on the left wing tip and the pilot reduced the throttle after rolling to a wings level attitude. The airplane came to rest on a taxiway.

A weather observation taken about 11 minutes after the accident indicates that the wind was from 030 degrees at 13 knots with gusts to 21 knots.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 3, 1994
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	721 hours (Total, all aircraft), 641 hours (Total, this make and model), 721 hours (Pilot In Command, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Helio	<b>Registration:</b>	N68883
<b>Model/Series:</b>	H-295 H-295	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1477
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 12, 1995 Annual	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2213 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	GO-480-G1A6
<b>Registered Owner:</b>	ROBERT T. VINCENT	<b>Rated Power:</b>	295 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EYW ,4 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	09:56 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 7000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 8500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 21 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(EYW )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	LEESBURG , FL (LEE )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:45 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	KEYWEST INTERNATIONAL EYW	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4800 ft / 100 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	24.550703,-81.780212(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Monville, Timothy
<b>Additional Participating Persons:</b>	THOMAS K SOWERS; MIAMI , FL
<b>Original Publish Date:</b>	May 9, 1996
<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=37987">https://data.ntsb.gov/Docket?ProjectID=37987</a>

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