



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Woodville, Texas	Accident Number:	DFW06CA116
Date & Time:	April 30, 2006, 20:15 Local	Registration:	N777LF
Aircraft:	HelioTech H-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 473-hour private pilot of the single-engine tail-wheel equipped airplane completed a local 35-minute flight. Upon returning to his private 1,800-foot long by 80-foot wide grass airstrip, the pilot executed a successful stop-and-go landing, and then elected to stay in the pattern. During the second approach, while landing to the north (runway 35) at about 2015 local time, the pilot touched down long and decided he did not have sufficient runway to stop, so he elected to add power to abort the landing. The STOL airplane became airborne; however, the airplane was not able to clear the trees at the departure end of the airstrip. The airplane impacted trees and terrain and came to rest about 510 feet beyond the departure end of the airstrip. The left wing separated from the airframe. The pilot, who had accumulated 173 hours in the make and model, reported no mechanical problems with the airplane. The weather was clear and the wind was calm at the time of the mishap.

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 clearance with obstructions at the departure end of the airstrip during an aborted landing. A contributing factor was dusk light conditions.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

1. ABORTED LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: GO-AROUND (VFR)

Findings

2. OBJECT - TREE(S)

3. (F) LIGHT CONDITION - DUSK

4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

The 473-hour private pilot of the single-engine tail-wheel equipped airplane completed a local 35-minute flight. Upon returning to his private 1,800-foot long by 80-foot wide grass airstrip, the pilot executed a successful stop-and-go landing, and then elected to stay in the pattern. During the second approach, while landing to the north (runway 35) at about 2015 local time, the pilot touched down long and decided he did not have sufficient runway to stop, so he elected to add power to abort the landing. The STOL airplane became airborne; however, the airplane was not able to clear the trees at the departure end of the airstrip. The airplane impacted trees and terrain and came to rest about 510 feet beyond the departure end of the airstrip. The left wing separated from the airframe. The pilot, who had accumulated 173 hours in the make and model, reported no mechanical problems with the airplane. The weather was clear and the wind was calm at the time of the mishap.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 1, 2005
Flight Time:	473 hours (Total, all aircraft), 173 hours (Total, this make and model), 301 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HelioTech	Registration:	N777LF
Model/Series:	H-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2535
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 1, 2005 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3438 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540
Registered Owner:	Aeolian Corporation	Rated Power:	250 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Woodville, TX	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	McGill, C Frank
Additional Participating Persons:	Brian Gallagher; FAA FSDO; Houston, TX
Original Publish Date:	August 29, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=63614

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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](#).