



Aviation Investigation Final Report

Location:	Anchorage, Alaska	Accident Number:	ANC06LA072
Date & Time:	May 19, 2006, 18:30 Local	Registration:	N6324V
Aircraft:	Helio H-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private certificated pilot was departing a grass surface runway on a Title 14, CFR Part 91 personal flight. The runway was about 3,000 feet long, and about 150 feet wide. The pilot said that during the takeoff run, the engine did not seem to be producing full power. The airplane lifted off to about 10 feet above ground level, but the pilot decided to abort the takeoff and pulled the throttle to idle. The airplane landed hard and began to veer to the left. The pilot said the airplane ground looped to the left, departed off the left side of the runway, and collided with alder bushes. The airplane received structural damage to the right main landing gear, and the left wing and left aileron. The pilot reported that the airplane engine did not have any mechanical malfunction. He said that after the accident, he discovered that the carburetor heat control was in the "on" position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of the carburetor heat control during takeoff, which resulted in a partial loss of engine power, a hard landing, and an on ground encounter with terrain. A factor contributing to the accident was an inadvertent ground loop.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: HARD LANDING

Phase of Operation: TAKEOFF - ABORTED

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

2. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

3. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On May 19, 2006, about 1830 Alaska daylight time, a wheel-equipped Helio H-250 airplane, N6324V, sustained substantial damage when it departed the runway surface following an aborted takeoff from a remote airport, about 14 miles northwest of Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot. The private certificated pilot and the sole passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the Little Su Lodge, and was en route to Merrill Field, Anchorage.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on June 21, 2006, the pilot reported that he was departing toward the south on a grass surface runway that was oriented north/south. The runway was about 3,000 feet long, and about 150 feet wide. The pilot said that during the takeoff run, the engine did not seem to be producing full power. The airplane lifted off to about 10 feet above ground level (agl), but the pilot decided to abort the takeoff and pulled the throttle to idle. The airplane landed hard and began to veer to the left. The pilot said the airplane ground looped to the left, departed off the left side of the runway, and collided with alder bushes. The airplane received structural damage to the right main landing gear, and the left wing and left aileron. The pilot reported that the airplane engine did not have any mechanical malfunction. He said that after the accident, he discovered that the carburetor heat control was in the "on" position.

The pilot did not submit a Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1).

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 1, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Helio	Registration:	N6324V
Model/Series:	H-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2538
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-540
Registered Owner:	John J. Darrah	Rated Power:	250 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK (PAMR)	Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	

Airport Information

Airport:	Little Su Lodge	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.372776,-150.260559

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	Spencer Hill; FAA-AL-ANC FSDO 03; Anchorage, AK
Original Publish Date:	December 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=63949

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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](#).