



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Old Minto, Alaska	Accident Number:	ANC12CA020
Date & Time:	January 26, 2012, 12:00 Local	Registration:	N713C
Aircraft:	Helio H-295	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot was landing the ski-equipped airplane on a snow-covered lake when the left ski encountered a snow drift, and the airplane nosed over, resulting in substantial damage to the left wing and vertical stabilizer. The pilot reported no preaccident mechanical anomalies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to land on unsuitable terrain, which resulted in the airplane nosing over.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Snow/slush/ice covered surface - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	40, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	December 1, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 3, 2011
Flight Time:	14300 hours (Total, all aircraft), 5000 hours (Total, this make and model), 38 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Helio	Registration:	N713C
Model/Series:	H-295	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1438
Landing Gear Type:		Seats:	6
Date/Type of Last Inspection:	September 20, 2011 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:	58 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7310 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	GO-480 SERIES
Registered Owner:	BURSIEL EQUIPMENT INC	Rated Power:	295 Horsepower
Operator:	Wright Air Service	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PANN	Distance from Accident Site:	20 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	-31°C / -35°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Old Minto, AK	Type of Flight Plan Filed:	VFR
Destination:	Fairbanks, AK (PAFA)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	60.209575,-162.030181(est)

Administrative Information

Investigator In Charge (IIC):	Shaver, Christopher
Additional Participating Persons:	FAA Fairbanks FSDO; Fairbanks, AK
Original Publish Date:	May 15, 2012
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=82756

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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](#).