



Aviation Investigation Final Report

Location:	Arctic Village, Alaska	Accident Number:	ANC14CA087
Date & Time:	September 19, 2014, 08:00 Local	Registration:	N333TB
Aircraft:	Helio H 250	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was departing from a remote, gravel-covered, 800-foot long off-airport site, in a tailwheel-equipped airplane. The pilot reported that at the time of the accident the airplane had been loaded at, or near the airplane's maximum gross weight limit. He said that shortly after the airplane became airborne, the tailwheel contacted an area of rising terrain causing the airplane to lose airspeed. The airplane subsequently collided with terrain at the departure end of the site, sustaining substantial damage to the fuselage and empennage. The pilot stated that there were no preaccident mechanical anomalies 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 selection of an unsuitable landing/takeoff area, resulting in an inflight collision with terrain during takeoff.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Maximum weight - Not specified
Aircraft	Altitude - Not attained/maintained
Personnel issues	Monitoring environment - Pilot
Environmental issues	(general) - Awareness of condition
Environmental issues	(general) - Decision related to condition

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 13, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 12, 2012
Flight Time:	1570 hours (Total, all aircraft), 924 hours (Total, this make and model), 1503 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Helio	Registration:	N333TB
Model/Series:	H 250 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2530
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	June 23, 2014 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6370 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated	Engine Model/Series:	O-540-A1B5
Registered Owner:	On file	Rated Power:	250 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PARC,2092 ft msl	Distance from Accident Site:	74 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	253°
Lowest Cloud Condition:	Thin Overcast / 2000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ Terrain-Induced
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.36 inches Hg	Temperature/Dew Point:	2°C / 1°C
Precipitation and Obscuration:	Light - None - Drizzle		
Departure Point:	Arctic Village, AK	Type of Flight Plan Filed:	None
Destination:	CIRCLE, AK (CRC)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

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:	68.09082,-145.599624(est)

Administrative Information

Investigator In Charge (IIC): Swick, Andrew

Additional Participating Persons:

Original Publish Date: December 5, 2014

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=90144>

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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](#).