



National Transportation Safety Board Aviation Accident Factual Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | FOLEY, MN | Accident Number: | CHI94LA144 |
| Date & Time: | 05/01/1994, 2020 CDT | Registration: | N4104D |
| Aircraft: | Helio H-800 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Personal

On May 1, 1994, at 2020 hours central daylight time, an amphibian Helio H-800, N4104D, operated by T. J. Farms of St. Cloud, Minnesota, was substantially damaged 10 miles northeast of St. Cloud Municipal Airport, St. Cloud, Minnesota. The pilot experienced a total loss of engine power and made a forced landing on a gravel road. The amphibious float equipped airplane went over an embankment, dragged a float tip in soft gravel, and came to a stop upside down. The private pilot was uninjured. Visual meteorological conditions existed at the time of the accident and winds were calm. The flight originated at Princeton Municipal Airport, Princeton, Minnesota, at 2015 hours central standard time to reposition the airplane to a private strip at Long Lake, southeast of St. Cloud, Minnesota. No flight plan was filed.

Installation of amphibious floats had just been completed on the airplane. The pilot stated he had departed Cambridge Municipal Airport, Cambridge, Minnesota, 2.3 tachometer hours earlier with an estimated 45 gallons of fuel, performed touch and go landings, and was on his final leg of this flight. The pilot also stated he believes he exhausted his fuel supply. The fuel consumption of the Lycoming IO-720A engine installed on the H-800 is 33 gallons per hour (gph) at takeoff rated power and 23 gph at 75% cruise power as per Lycoming data. This was confirmed by the pilot and FAA inspector on scene. Post crash investigation revealed no fuel in the tanks, nor any indication of fuel spillage on the ground below the wreckage.

Pilot Information

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| Certificate: | Private | Age: | 39, Male |
| Airplane Rating(s): | Single-engine Land; Single-engine Sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 04/06/1993 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 446 hours (Total, all aircraft), 74 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Helio | Registration: | N4104D |
| Model/Series: | H-800 H-800 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | H-17 |
| Landing Gear Type: | Amphibian | Seats: | 4 |
| Date/Type of Last Inspection: | 10/29/1993, Annual | Certified Max Gross Wt.: | 4000 lbs |
| Time Since Last Inspection: | 30 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 886 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | IO-720 A/B |
| Registered Owner: | T. J. FARMS, LTD. | Rated Power: | 400 hp |
| Operator: | THOMAS J. HAMMER | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | STC, 1024 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 2051 CDT | Direction from Accident Site: | 250° |
| Lowest Cloud Condition: | Scattered / 8000 ft agl | Visibility | 15 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | Calm / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 5°C / -2°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | PRINCETON, MN (PNM) | Type of Flight Plan Filed: | None |
| Destination: | LONG LAKE, MN | Type of Clearance: | None |
| Departure Time: | 2015 CDT | Type of Airspace: | Class G |

Wreckage and Impact Information

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

Administrative Information

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| Investigator In Charge (IIC): | MATTHEW L THOMAS |
| Additional Participating Persons: | O. T FRAMPTON; MINNEAPOLIS, MN |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . |