



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	LLANO, TX	<b>Accident Number:</b>	FTW96LA035
<b>Date &amp; Time:</b>	11/01/1995, 1600 CST	<b>Registration:</b>	N68889
<b>Aircraft:</b>	HELIO HT-295	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor, 2 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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On November 1, 1995, at 1600 central standard time, a Helio HT- 295, N68889, was destroyed following a loss of control during initial takeoff climb near Llano, Texas. The airline transport rated pilot was seriously injured, one passenger sustained minor injuries, and two other passengers were not injured. The airplane was operated as a business flight by High Tech Inc., of Dallas, Texas, under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the local flight for which a flight plan was not filed.

According to the law enforcement officer who interviewed the pilot at the hospital, the aircraft departed from a grass airstrip at the Hickory Bluff Ranch near Llano, Texas, for a local flight around the ranch. Several workers at the ranch witnessed the airplane "attempting to climb in the direction of rising terrain without gaining altitude."

In a telephone interview conducted by the investigator in charge, and in enclosed NTSB Form 6120.1/2, the pilot stated that he selected a 30 degree flap setting as called for a short field takeoff. During the takeoff roll the engine sounded "normal" and the airplane broke ground prior to reaching mid field and a climb attitude was established. The pilot added that as the airplane climbed to about 100 feet above the ground, the "climb went from positive to approximately level," attitude as he approached rising terrain.

The pilot further stated that he elected to retract the flaps to a 20 degree setting to "improve on the climb performance" by reducing drag. The pilot attempted to maintain controlled flight and "flew around the larger trees looking for an open area" but the "rising terrain towards the ridge made it impossible to avoid contact." Control was lost as the pilot "pulled the yoke back" and slowed the airplane prior to impact with the trees.

The airplane came to rest approximately a 1/2 mile from the point of departure and a post-impact fire destroyed the airplane. The pilot and the front seat passenger of the airplane told a law enforcement officer that the engine "was operating normally during the flight."

On the enclosed Pilot/Operator Report, the pilot stated that a 10 to 20 knot headwind

prevailed at the time of his departure from the 2,600 foot airstrip. During the telephonic interview with the investigator in charge, the pilot attributed the deterioration in climb performance to a downdraft "created by orographic effect of the wind blowing over the ridgeline."

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/23/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5992 hours (Total, all aircraft), 483 hours (Total, this make and model), 5697 hours (Pilot In Command, all aircraft), 132 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HELIO	<b>Registration:</b>	N68889
<b>Model/Series:</b>	HT-295 HT-295	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1718
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	01/08/1995, Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	193 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1887 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	GO-480-G1A6
<b>Registered Owner:</b>	HIGH TEST INC.	<b>Rated Power:</b>	295 hp
<b>Operator:</b>	HIGH TEST INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	HIGH TEST INC.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1600 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA
Additional Participating Persons:	FRED J CECH; SAN ANTONIO, TX
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .