



National Transportation Safety Board Aviation Accident Data Summary

Location:	LLANO, TX	Accident Number:	FTW96LA035
Date & Time:	11/01/1995, 1600 CST	Registration:	N68889
Aircraft:	HELIO HT-295	Injuries:	1 Serious, 1 Minor, 2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRPLANE DEPARTED FROM THE GRASS STRIP FOR A LOCAL FLIGHT AROUND THE RANCH. THE PILOT SELECTED 30 DEGREES OF FLAPS, AND THE AIRPLANE BECAME AIRBORNE PRIOR TO REACHING THE MIDFIELD POINT OF THE 2,600-FOOT RUNWAY. HE STATED THAT THE AIRPLANE CLIMBED TO APPROXIMATELY 100 FEET ABOVE THE GROUND AND THE CLIMB SUBSIDED UNTIL THE AIRPLANE NEARLY LEVELED OFF AS THE AIRPLANE WAS HEADED TOWARDS RISING TERRAIN. HE RETRACTED THE FLAPS TO 20 DEGREES TO IMPROVE THE CLIMB PERFORMANCE. HE MAINTAINED CONTROLLED FLIGHT AS HE MANAGED TO AVOID THE LARGER TREES WHILE LOOKING FOR AN OPEN AREA. CONTROL WAS LOST AS THE PILOT SLOWED THE AIRPLANE PRIOR TO IMPACTING TREES. A 10 TO 20 KNOT HEADWIND PREVAILED AND THE PILOT STATED THAT A DOWNDRAFT WAS 'CREATED BY THE OROGRAPHIC EFFECT OF THE WIND BLOWING OVER THE RIDGE LINE.' SEVERAL WORKERS AT THE RANCH WITNESSED THE AIRPLANE 'ATTEMPTING TO CLIMB IN THE DIRECTION OF RISING TERRAIN WITHOUT GAINING ALTITUDE.'

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S ENCOUNTER WITH A DOWNDRAFT AND HIS INABILITY TO OUTCLIMB RISING TERRAIN. FACTORS WERE THE RISING TERRAIN AND HIGH WINDS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) TERRAIN CONDITION - RISING
 2. (F) WEATHER CONDITION - HIGH WIND
 3. (C) WEATHER CONDITION - DOWNDRAFT
 4. (C) CLIMB - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - TREE(S)

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	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

Aircraft Make:	HELIO	Registration:	N68889
Model/Series:	HT-295 HT-295	Engines:	1 Reciprocating
Operator:	HIGH TEST INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	GO-480-G1A6
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / 20 knots, 180°
Temperature:	24° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(NONE)	Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA

Adopted Date: 02/14/1996

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/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.