



National Transportation Safety Board Aviation Accident Final Report

Location:	ILIAMNA, AK	Accident Number:	ANC84LA034
Date & Time:	02/01/1984, 1225 AKD	Registration:	N5966X
Aircraft:	HELIO H-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

ACCORDING TO WITNESSES, THE SKI EQUIPPED ACFT TOOK OFF TOWARD THE NORTH. THEY REPORTED THAT AFTER TAKING OFF, THE ACFT MADE A TIGHT LEFT TURN, THEN SPIRALED TO THE GROUND. THEY ESTIMATED THAT THE MAXIMUM ALT WAS APRX 150 FT. ALSO, THEY REPORTED THAT THE ENG WAS DEVELOPING FULL POWER UNTIL THE TIME OF IMPACT. THE 1229 ADT WINDS WERE FROM 010 DEG AT 19 GUSTING 27 KTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - HIGH WIND
 2. (F) WEATHER CONDITION - GUSTS
 3. MANEUVER - INITIATED - PILOT IN COMMAND
 4. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine Land	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 2 Expired	Last FAA Medical Exam:	03/24/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	HELIO	Registration:	N5966X
Model/Series:	H-250 H-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	2529
Landing Gear Type:	Ski	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-540-A1A5
Registered Owner:	JOSEPH W. TERRELL III	Rated Power:	250 hp
Operator:	JOSEPH W. TERRELL III	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ILI, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2129	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 3000 ft agl	Visibility	25 Miles
Lowest Ceiling:	Overcast / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	19 knots / 27 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	NONDALTON, AK (5NN)	Type of Clearance:	Traffic Advisory
Departure Time:	0000	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	ILIAMNA (ILI)	Runway Surface Type:	Gravel
Airport Elevation:	207 ft	Runway Surface Condition:	
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4800 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	
Additional Participating Persons:			
Publish Date:			
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).