



National Transportation Safety Board Aviation Accident Final Report

Location:	ANCHORAGE, AK	Accident Number:	ANC85LA019
Date & Time:	11/01/1984, 0002 AST	Registration:	N5450E
Aircraft:	Helio H-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT STATED DURING TWO TELEPHONE INTERVIEWS THAT HE HIT TREES DURING TAKEOFF AND THEN CONTINUED HIS TWO HOUR FLT TO TO THE HOMER ARPT. THE LEFT WING WAS DAMAGED AND BOTH LEFT AND RIGHT SIDES OF THE HORIZONTAL STABILIZER WERE CRUSHED ANDBENT UP ABOUT 19 DEGREES. THE ACFT WAS LANDED AT HOMER WITHOUT FURTHER INCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) OBJECT - TREE(S)
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. (C) CLIMB - INADEQUATE - PILOT IN COMMAND
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. (C) JUDGMENT - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	08/24/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	357 hours (Total, all aircraft), 282 hours (Total, this make and model), 330 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Helio	Registration:	N5450E
Model/Series:	H-250 H-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2507
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	07/29/1984, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1350 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540
Registered Owner:	RICHARD SUTHERLAND	Rated Power:	250 hp
Operator:	RICHARD SUTHERLAND	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0001	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7°C / -6°C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Type of Flight Plan Filed:	None
Destination:	HOMER, AK (HOM)	Type of Clearance:	None
Departure Time:	0002 ADT	Type of Airspace:	Class E

Airport Information

Airport:	MERRILL (MRI)	Runway Surface Type:	Asphalt
Airport Elevation:	136 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	2469 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	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/ .		

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