



National Transportation Safety Board Aviation Accident Final Report

Location:	Fossil, OR	Accident Number:	SEA04LA178
Date & Time:	09/01/2004, 1235 PDT	Registration:	N4033G
Aircraft:	Helio Aircraft LTD H800	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Immediately after becoming airborne the pilot realized that he had failed to remove the exterior aileron wing locks. About 75 to 100 feet above ground level (AGL) the pilot reduced power and lowered the nose to maintain airspeed and a wings level attitude. About 75 feet AGL the left wing started to drop slowly and eventually impacted the ground at an approximate 30 to 35 degree left bank. A post crash examination of the accident site revealed the left and right aileron wing gust locks were located approximately 10 and 15 feet on the ground outboard of their respective wingtips.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to remove the aileron wing gust locks prior to flight, which resulted in a loss of control during the descent/emergency landing. A factor contributing to the accident was the pilot's inadequate preflight.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF

Findings

1. (C) FLIGHT CONTROL, GUST LOCK - NOT REMOVED
 2. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On September 1, 2004, approximately 1235 Pacific daylight time, a Helio Aircraft LTD H800, single-engine airplane, N4033G, was destroyed after impacting terrain following takeoff-initial climb approximately 14 nautical miles southwest of Fossil, Oregon. The airplane was registered to Schmidt Aviation Inc., of Boring, Oregon, and operated by a private individual. The certificated private pilot, sole occupant of the airplane, sustained serious injuries. Visual meteorological conditions prevailed for the personal flight, which was conducted in accordance with 14 CFR Part 91, and a flight plan was not filed. The flight was originating at the time of the accident.

According to the Pilot/Operator Aircraft Accident Report (NTSB form 6120.1/2), the pilot reported that he intended to make a short flight of approximately 5 miles to a friend's ranch. The pilot stated that flight conditions were favorable with light winds, and that immediately after becoming airborne he realized that he had inadvertently failed to remove the exterior aileron wing locks. The pilot reported that immediately after realizing this, "...I made the decision to get the plane back on the ground as quick as possible." The pilot stated that he was about 75 to 100 feet above ground level (AGL) when he reduced power and lowered the nose to maintain airspeed and a wings level attitude. The pilot further stated that while in his descent and about 75 feet AGL, the left wing started to drop slowly and eventually impacted the ground at an approximate 30 to 35 degree left bank. There was no post crash fire.

A Federal Aviation Administration (FAA) airworthiness inspector, who traveled to the accident site, reported the aft fuselage/tail section had been severed aft of the rear cabin bulkhead, coming to rest vertically against the right underside area of the forward fuselage. The forward fuselage, comprising the cabin and cockpit areas, came to rest in a vertical position resting on the forward cockpit area and both leading edge wings. The leading edges of both wings were wrinkled and crushed aft. The inspector also reported that the left and right wing gust locks were located approximately 10 and 15 feet on the ground outboard of their respective wingtips.

Pilot Information

Certificate:	Private	Age:	52, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/23/2004
Occupational Pilot:		Last Flight Review or Equivalent:	04/09/2003
Flight Time:	3213 hours (Total, all aircraft), 626 hours (Total, this make and model), 3213 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Helio Aircraft LTD	Registration:	N4033G
Model/Series:	H800	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	H-1
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	06/14/2004, Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	38.8 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	899.8 Hours as of last inspection	Engine Manufacturer:	Avco Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-720-A1B
Registered Owner:	Schmidt Aviation Inc.	Rated Power:	400 hp
Operator:	John Frank Schmidt III	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RDM, 3077 ft msl	Distance from Accident Site:	54 Nautical Miles
Observation Time:	1256 PDT	Direction from Accident Site:	206°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 3500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	20° C / 9° C
Precipitation and Obscuration:			
Departure Point:	Fossil, OR	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1235 PDT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	44.847778, -120.410278

Administrative Information

Investigator In Charge (IIC):	Thomas M Little	Report Date:	01/24/2005
Additional Participating Persons:	Robert Martinez; Federal Aviation Administration; Hillsboro, OR		
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.ntsbt.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](#).