



National Transportation Safety Board Aviation Accident Final Report

Location:	MOBILE, AL	Accident Number:	ATL90LA182
Date & Time:	09/29/1990, 1017 CDT	Registration:	N5779N
Aircraft:	HELIO HST-550A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious, 9 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE AIRPLANE COLLIDED WITH TREES AND POWER LINES DURING TAKEOFF FROM A 2000 FOOT LONG OPEN AREA WITH 10 PARACHUTISTS ABOARD. THE PILOT SAID HE EXPERINENCED AN UNSOLICITED ROLLBACK IN ENGINE POWER PRIOR TO THE COLLISION. REPORTEDLY, SOME POWER WAS REGAINED. HOWEVER, NOT IN TIME TO AVOID THE COLLISION. BUT, THE JUMP CLUB CHAIRMAN REPORTED THAT NO CHANGE IN THE ENGINE'S OPERATION WAS OBSERVED THROUGHOUT THE MISHAP. WITNESSES AT THE TAKEOFF AREA REPORTED THAT THE WINDS WERE 12 KNOTS OUT OF THE NORTHEAST, WHICH WOULD HAVE GIVEN THE FLIGHT A QUARTERING TAILWIND COMPONENT FOR THE TAKEOFF. ACCORDING TO THE FLIGHT MANUAL, THE MAXIMUM DEMONSTRATED CROSSWIND IS 12 KNOTS. THE EXAMINATION OF THE AIRPLANE FAILED TO INDICATE ANY SYSTEM MALFUNCTION OR FAILURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INTENTIONAL ATTEMPTED TAKEOFF WITH A KNOWN TAILWIND COMPONENT. FACTORS RELATING TO THE ACCIDENT WERE THE TAILWIND, TREES AND UTILITY LINES ON THE DEPARTURE END OF THE TAKEOFF AREA.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)
4. OBJECT - WIRE, TRANSMISSION

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Gyroplane; Helicopter	Restraint Used:	Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/23/1990
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	12482 hours (Total, all aircraft), 410 hours (Total, this make and model), 11722 hours (Pilot In Command, all aircraft), 205 hours (Last 90 days, all aircraft), 63 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HELIO	Registration:	N5779N
Model/Series:	HST-550A HST-550A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	006
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5800 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, activated	Engine Model/Series:	PT 6A-34
Registered Owner:		Rated Power:	750 hp
Operator:	MULLINS, HOWARD M.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BFM, 26 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	0950 EDT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1016 CDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious, 8 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 9 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	12/30/1992
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 pubinquiry@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](#).