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**Date:** 2/7/2024

**Subject:** ERA23LA198, Youtube Video of Pilot Discussing Accident

**Contact:** Thomas Smith, Pilot

On February 7, 2024 the IIC discovered a video on the Rebuild Rescue Youtube Channel titled "Airplane Hits Powerline ! Rescuing a Yak Warbird." in which the pilot describes the accident and makes some other comments about the accident sequence. The video is 51 minutes 31 seconds in length. Below is a summary of the pertinent parts of the video.

- The video opens with dash camera video footage of the accident from a witness.
- 0:55 Youtube channel owner, while driving his vehicle to the accident airport, states "I think there's something about they hit like a powerline. So, we're going to head over there we're going to see if we can give him a hand maybe get the wings off, check out the damage and see exactly what happened"
- 2:06 Pilot states "Yeah", youtube personality "Wow", Pilot "Not my finest day in aviation."
- 2:18 Pilot states "Yeah, let me take you through it. UHH. So we hit the hit the power line and it went through the prop, it went through the prop, hit the front of the engine, tore the sump off, came back ripped the carb heat cover off which is laying here, that's what's left of that \*throws piece of wreckage towards camera operator\*, as well as the sump drain. Hit the front of the landing gear, broke, and basically slapped off the

bottom of both wings, the one that came over on this side \*pilot walks towards the airplane's right side\*, cable hit here \*pilot hits leading edge of right wing at visible dent\* arced here, it was the primary cable on top of the pole so I don't know somewhere between six and thirty thousand volts. Arc, Arc."

- 2:58 Youtube personality "yeah you can see it hit the back back of the wing" at same time pilot states "end of the cab"
- 3:02 Pilot "End of the cable grabbed the aileron hinge and tried to rip that out, ended up breaking this rib, and tore the skin of the airplane up."
- 3:10 Conversation between pilot and youtube personality about acquisition of new wings instead of fixing the existing wing and reasons.
- 3:44 Youtube personality "You're definitely going to have to count this as a prop strike right?" Pilot "Oh yeah the engine's getting IRAN'd."
- 3:54 Pilot "The whole engine is going to come off it'll go to uh a guy that's good with these M14's, better than me and then he'll uh tear it down and. I have a spare engine for parts so these engines people still make parts for them, they're still um getting serviced, you know they're quite a popular engine in the experimental world so."
- 4:12 Pilot and youtube personality discuss the steps they are going to take to prep the airplane for transport back to the pilot's home airport. Video cuts to compilation of shots preparing the hangar to begin work.
- 5:06 Pilot "So let me total this up for you for how much mistakes in aviation cost" Pilot then goes on to tell the youtube personality the costs associated with the repairs needed on the airplane.
- 5:58 Youtube personality "we're going to go up here to where you know the incident began up by the powerlines here and show you guys what happened."
- 6:24 Youtube personality "So you enter in the pattern, you're flying the pattern, normal day."
- 6:28 Pilot " Yeah so here's runway 24 here, and we we're like between two valleys, so we're on a high point here. So I entered the pattern

downwind, and I started in on a long final, I was configured, maintaining speed, everything felt alright. A little bit past where that house is, the airplane sank very suddenly, pretty sure I lost between eighty and a hundred feet like that \*snaps fingers\*. I know I was 800 ft MSL when I turned final, and this field is at 435 ft so you know I was still 400 500 feet. After the airplane sank I shoved up the power, raised the nose a bit, and stopped the sink. I could still see down the runway, so I continued the approach, didn't see anything directly in front of me. And the next thing I know, BANG, and the prop stopped. And if you see here"

- 7:16 Youtube personality "right so you're so you're in the air and everything looks normal to you because you're nose high when you're you know in slow flight, your nose is up, you have power, your maintaining that angle" Pilot "Yep" Youtube personality "and you specifically in an airplane like that, that's a big nose" Pilot "yep" Youtube personality "you can't see directly in front of you, you're not gonna see some little wires at 100 knots.
- 7:33 Pilot "I thought I was further, closer, to the airport than I was, didn't factor these into being a hazard potentially." Youtube personality "yeah, absolutely."
- 7:42 Pilot "So lets walk over here and I'll show you what happened after that"
- 7:46 Pilot "So we struck the line, but still I'm heading for the airport, what you're gonna see here is when the prop stopped, I knew I didn't have enough power or energy to make it to the runway at that point. And you can see here that directly in front of me there's this big ditch here. So, the only thing I saw out of my left windscreen was that field. Um so I pushed the stick towards that field to get the nose down and get it turning towards there I mean that's that's 50 feet right so."
- 8:26 Pilot "Yeah so this all happened in about 6 seconds. So, we hit the line, I push the stick over to the field, and we touch down just after this hill, and rolled out down the hill. And when we touched down all I could think was just to keep it pointing where there's nothing in front of me. We used the brakes, stopped, secured the aircraft, made sure my passenger was OK, I was OK, got out of the airplane normally."

- The remainder of the video consisted of the disassembly of the airplane and the loading of it onto a trailer for transport back to the pilot's home airport.

At no point throughout the video does the pilot mention any preaccident mechanical malfunctions or failures that would have precluded normal operation.