



# Aviation Investigation Final Report

|                                |  |                         |             |
|--------------------------------|--|-------------------------|-------------|
| <b>Location:</b>               | Cave Spring, Georgia                   | <b>Accident Number:</b> | ERA21FA165  |
| <b>Date &amp; Time:</b>        | March 29, 2021, 18:00 Local            | <b>Registration:</b>    | N800MH      |
| <b>Aircraft:</b>               | AVIAT INC A-1                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Controlled flight into terr/obj (CFIT) | <b>Injuries:</b>        | 1 Fatal     |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal   |                         |             |

## Analysis

A witness reported the pilot was circling low over his house and waving at him. The pilot circled for about 5 minutes then departed the area. As he watched the airplane head north, it collided with a power line, resulting in a loss of electrical power to nearby residences and a brush fire. The airplane pitched down abruptly and descended into a ravine where it collided with the ground about 500 ft from the location of the power line.

Postaccident examination of the airplane did not reveal any anomalies that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's inadequate visual lookout and failure to maintain clearance from a power line.

## Findings

|                             |                                  |
|-----------------------------|----------------------------------|
| <b>Personnel issues</b>     | Decision making/judgment - Pilot |
| <b>Environmental issues</b> | Wire - Contributed to outcome    |



## Factual Information

### History of Flight

|                             |   |
|-----------------------------|---|
| <b>Maneuvering</b>          | Controlled flight into terr/obj (CFIT) (Defining event) |
| <b>Uncontrolled descent</b> | Collision with terr/obj (non-CFIT)                      |

### HISTORY OF FLIGHT

On March 29, 2021, about 1800 eastern daylight time, a Aviat Husky A-1, N800MH, was substantially damaged when it was involved in an accident near Cave Springs, Georgia. The commercial pilot was fatally injured. The airplane was owned by the pilot, who was operating it as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to a witness in the area, the pilot was circling low over his house and waving at him. He said that after circling for about 5 minutes, the airplane departed the area. As he watched the airplane head north, it collided with a power line. The airplane pitched down abruptly and descended into a ravine, where it collided with the ground. He said the broken power line “knocked out” the power, and a brush fire started because of the power line contacting the dry brush. The witness said he rushed down the ravine to assist the pilot and contacted the local authorities.

### WRECKAGE AND IMPACT INFORMATION

Assessment of the wreckage site revealed that a power line was struck above the ravine where the airplane came to rest. The power line was broken and was about 500 ft aft of the airplane wreckage. All flight control components were located at the wreckage site. The airplane sustained substantial damage to the airframe, and both wing assemblies. Postaccident examination of the wreckage revealed no evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation.

### MEDICAL AND PATHOLOGICAL INFORMATION

The Office of the Georgia Bureau of Investigation, Georgia, performed an autopsy on the pilot. His cause of death was multiple blunt force injuries.

Toxicology testing performed at the Federal Aviation Administration Forensic Sciences Laboratory was negative for carbon monoxide and drugs.

## Pilot Information

|                                  |  |  |                |
|----------------------------------|--|--|----------------|
| <b>Certificate:</b>              | Commercial   | <b>Age:</b>                              | 79, Male       |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land  | <b>Seat Occupied:</b>                    | Front          |
| <b>Other Aircraft Rating(s):</b> | Glider   | <b>Restraint Used:</b>                   | 3-point        |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No             |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | Yes            |
| <b>Medical Certification:</b>    | Class 2 Without waivers/limitations  | <b>Last FAA Medical Exam:</b>            | August 3, 2020 |
| <b>Occupational Pilot:</b>       | No   | <b>Last Flight Review or Equivalent:</b> |                |
| <b>Flight Time:</b>              | (Estimated) 24000 hours (Total, all aircraft), 95 hours (Total, this make and model) |  |                |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | AVIAT INC  | <b>Registration:</b>                  | N800MH          |
| <b>Model/Series:</b>                 | A-1  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 1992   | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal   | <b>Serial Number:</b>                 | 1210            |
| <b>Landing Gear Type:</b>            | Tailwheel  | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | Unknown  | <b>Certified Max Gross Wt.:</b>       |                 |
| <b>Time Since Last Inspection:</b>   |  | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          |  | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | C91 installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | O-360-C1G       |
| <b>Registered Owner:</b>             | On file  | <b>Rated Power:</b>                   | 160 Horsepower  |
| <b>Operator:</b>                     | On file  | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|   |                                  |   |                   |
|---|----------------------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | RMG,644 ft msl                   | <b>Distance from Accident Site:</b>         | 16 Nautical Miles |
| <b>Observation Time:</b>                | 17:53 Local                      | <b>Direction from Accident Site:</b>        | 29°               |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 10 miles          |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | /                                | <b>Turbulence Type Forecast/Actual:</b>     | None / None       |
| <b>Wind Direction:</b>                  |                                  | <b>Turbulence Severity Forecast/Actual:</b> | N/A / N/A         |
| <b>Altimeter Setting:</b>               | 30.14 inches Hg                  | <b>Temperature/Dew Point:</b>               | 20°C / -2°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 | Centre, AL (PVT)                 | <b>Type of Flight Plan Filed:</b>           | None              |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | None              |
| <b>Departure Time:</b>                  |                                  | <b>Type of Airspace:</b>                    | Class G           |

## Wreckage and Impact Information

|                            |         |                             |                           |
|----------------------------|---------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 Fatal | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> |         | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    |         | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 1 Fatal | <b>Latitude, Longitude:</b> | 34.119021,-85.313169(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Alleyne, Eric   |
| <b>Additional Participating Persons:</b> | James Childers; Lycoming Engines; Williamsport, PA  |
| <b>Original Publish Date:</b>            | June 8, 2023  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class 3</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=102831">https://data.ntsb.gov/Docket?ProjectID=102831</a> |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).