



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Holly Springs, North Carolina | Accident Number: | ERA19LA157 |
| Date & Time: | April 22, 2019, 15:00 Local | Registration: | N289EH |
| Aircraft: | Barrows Bearhawk LSA | Aircraft Damage: | Substantial |
| Defining Event: | Collision during takeoff/land | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that, while on final approach for landing, the airplane impacted powerlines and collided with the ground, resulting in substantial damage. He stated that he knew of the powerlines, but stated that he had not checked the airport/facility directory, which noted the placement and height of the powerlines.

Examination of the airplane revealed no anomalies with the airframe or engine that would have precluded normal operation. A review of airport information revealed that the powerlines were located 50 ft from the runway threshold and were 60 ft tall. The accident is consistent with the pilot's failure to maintain clearance from a known obstacle during the landing approach.

Probable Cause and Findings

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

The pilot's failure to maintain clearance from powerlines during the visual approach.

Findings

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|-----------------------------|------------------------------------|
| Aircraft | Altitude - Not attained/maintained |
| Personnel issues | Flight planning/navigation - Pilot |
| Personnel issues | Monitoring environment - Pilot |
| Environmental issues | Wire - Contributed to outcome |

Factual Information

History of Flight

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|-----------------------------------|------------------------------------------------|
| Uncontrolled descent | Collision with terr/obj (non-CFIT) |
| Approach-VFR pattern final | Collision during takeoff/land (Defining event) |

On April 22, 2019, about 1500 eastern daylight time, an experimental, amateur-built Bearhawk LSA, N289EH, was substantially damaged when it was involved in an accident near Holly Ridge, North Carolina. The private pilot received serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, while on final approach to his destination airport, he noticed a line of trees. After clearing the trees, he started his decent to runway 14. While on short final, the airplane became entangled in the powerlines and collided with the ground. The pilot stated that he knew of the powerlines, but thought they may have been raised. He said that he had not checked the airport/facility directory before the flight, which noted the placement and height of the powerlines.

Examination of the wreckage by a Federal Aviation Administration inspector revealed that the airplane was intact and came to rest on its nose. The nose of the airplane was crushed aft and both wings displayed leading edge crush damage. He did not observe any anomalies with the flight controls.

Review of airport information revealed that the powerlines were located 50 ft from the runway 14 threshold and were 60 ft tall. Runway 14 had a displaced threshold with an approach slope ratio of 1:1 in order to clear the powerlines.

Pilot Information

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|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------|
| Certificate: | Private | Age: | 76, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-point |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | December 14, 2017 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | October 19, 2018 |
| Flight Time: | 5500 hours (Total, all aircraft), 400 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Barrows | Registration: | N289EH |
| Model/Series: | Bearhawk LSA | Aircraft Category: | Airplane |
| Year of Manufacture: | 2012 | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental light sport (Special) | Serial Number: | 195611 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Condition | Certified Max Gross Wt.: | 1500 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Continental |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-200 series |
| Registered Owner: | On file | Rated Power: | 125 |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|-----------------------------------------|----------------------------------|---------------------------------------------|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KNCA,26 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 15:00 Local | Direction from Accident Site: | 14° |
| Lowest Cloud Condition: | Few / 6500 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 9 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 320° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Fincastle, VA (VA04) | Type of Flight Plan Filed: | None |
| Destination: | Holly Ridge, NC (N21) | Type of Clearance: | None |
| Departure Time: | 13:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|--------------------------------|----------------------------------|---------------------------|
| Airport: | Holly Ridge/Topsail Island N21 | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 40 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 14 | IFR Approach: | None |
| Runway Length/Width: | 3600 ft / 88 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|-----------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious | Latitude, Longitude: | 34.491111,-77.531112(est) |

Administrative Information

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|------------------------------------------|---------------------------------------------------------------------------------------------------------|
| Investigator In Charge (IIC): | Alleyne, Eric |
| Additional Participating Persons: | Francis Lauterborn; FAA/FSDO; Greensboro |
| Original Publish Date: | March 30, 2022 |
| Last Revision Date: | |
| Investigation Class: | Class 3 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=99312 |

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](#).