



Aviation Investigation Final Report

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

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

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

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

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:		Rated Power:	125
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

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

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

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

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

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