



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Hampton, Georgia	<b>Accident Number:</b>	GAA19CA021
<b>Date &amp; Time:</b>	October 9, 2018, 16:35 Local	<b>Registration:</b>	N126BB
<b>Aircraft:</b>	Aviat S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

## Analysis

The biplane pilot reported that, while performing a reconnaissance flight to determine the viability of landing the biplane on the infield section of the racing track for an upcoming airshow, he made several passes and saw no power wires. He added that, during an approach to the proposed landing area, the biplane struck a power wire. The pilot aborted the approach, performed a quick controllability check, and decided to land at a nearby airport. The pilot landed the biplane without further incident.

The airplane sustained substantial damage to the left ailerons.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the biplane 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 failure to see and avoid power wires during approach.

## Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Wire - Effect on operation

## Factual Information

### History of Flight

Approach-VFR pattern final	Controlled flight into terr/obj (CFIT) (Defining event)
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### Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	48,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	March 15, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 19, 2017
Flight Time:	(Estimated) 12392 hours (Total, all aircraft), 1598 hours (Total, this make and model), 9817 hours (Pilot In Command, all aircraft), 127 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N126BB
Model/Series:	S 2C	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	6046
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 23, 2018 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2712 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	AEIO-450
Registered Owner:		Rated Power:	265 Horsepower
Operator:		Operating Certificate(s) Held:	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>	K6A2,959 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	20:35 Local	<b>Direction from Accident Site:</b>	166°
<b>Lowest Cloud Condition:</b>	Scattered / 2200 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 6500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hampton, GA (HMP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hampton, GA (HMP )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.385833,-84.322219(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Michael Denaro; FAA; College Park, GA
<b>Original Publish Date:</b>	April 8, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98486">https://data.nts.gov/Docket?ProjectID=98486</a>

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](#).