



# National Transportation Safety Board Aviation Accident Data Summary

|                                |                                      |                         |            |
|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | LANSING, NC                          | <b>Accident Number:</b> | MIA98FA039 |
| <b>Date &amp; Time:</b>        | 12/02/1997, 1315 EST                 | <b>Registration:</b>    | N9613P     |
| <b>Aircraft:</b>               | Christen Industries A-1              | <b>Injuries:</b>        | 1 Fatal    |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |            |

## Analysis

The airplane was seen flying low, in a westerly direction, through a valley about 5 miles west of the departure airport. The airplane struck a utility wire that stretched north and south across the valley and a road. The airplane then continued on a heading of 340 degrees for about 500 feet where the right wing separated from the airframe. The airplane came to rest about 300 feet south of a private home, in the front yard. The home was owned by the the pilot/owner's cousin. Two men sitting in a pickup truck near the crash site said in a statement to police, they were in the truck with the engine off and the windows down. The driver said they were sitting there for about 5 minutes when he looked out his left window and saw the airplane coming toward them. The driver said he 'does not recall hearing the engine running' on the airplane as it was coming down. The driver told his passenger to 'duck he's going to hit us.' In addition, the truck's driver said, '...he [saw] the right wing hit a cable,' and then come off just before impact with the ground. Local residents said that the pilot/owner of the airplane lived in a house a short distance west of the crash site, and had flown around the area often. The airplane had not been seen in the area on the day of the accident. It was revealed that rescue workers had remove the utility wire that was wrapped around the airframe in order to extract the victim from the cockpit. The wire was found lying to the right rear of the airplane. The right wing had separated from the airframe and was located east of the main wreckage. The right wing displayed wire strike marks on the wing strut. The strut was found separated from the wing. Examination of the engine and propeller did not reveal any discrepancies.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain clearance from a wire.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: OTHER

### Findings

1. OBJECT - WIRE,STATIC
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Pilot Information

|                                  |  |                              |      |
|----------------------------------|--|------------------------------|------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                  | 51   |
| <b>Airplane Rating(s):</b>       | Single-engine Land   | <b>Instrument Rating(s):</b> | None |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Instructor Rating(s):</b> | None |
| <b>Flight Time:</b>              | 934 hours (Total, all aircraft), 7 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |                              |      |

## Aircraft and Owner/Operator Information

|                                       |                                      |                             |                 |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| <b>Aircraft Make:</b>                 | Christen Industries                  | <b>Registration:</b>        | N9613P          |
| <b>Model/Series:</b>                  | A-1 A-1                              | <b>Engines:</b>             | 1 Reciprocating |
| <b>Operator:</b>                      | JAMES ALLEN POWERS                   | <b>Engine Manufacturer:</b> | Lycoming        |
| <b>Operating Certificate(s) Held:</b> | None                                 | <b>Engine Model/Series:</b> | O-360-C1G       |
| <b>Flight Conducted Under:</b>        | Part 91: General Aviation - Personal |                             |                 |

## Meteorological Information and Flight Plan

|   |                   |                                     |                              |
|---|-------------------|-------------------------------------|------------------------------|
| <b>Conditions at Accident Site:</b>     | Visual Conditions | <b>Condition of Light:</b>          | Day                          |
| <b>Observation Facility, Elevation:</b> | TRI, 1519 ft msl  | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Lowest Ceiling:</b>                  | None / 0 ft agl   | <b>Wind Speed/Gusts, Direction:</b> | 5 knots / , 20°              |
| <b>Temperature:</b>                     | 9° C              | <b>Visibility</b>                   | 10 Miles                     |
| <b>Precipitation and Obscuration:</b>   |                   |                                     |                              |
| <b>Departure Point:</b>                 | (NC67)            | <b>Destination:</b>                 |                              |

## Airport Information

|                             |                    |                                  |  |
|-----------------------------|--------------------|----------------------------------|--|
| <b>Airport:</b>             | ASHE COUNTY (NC67) | <b>Runway Surface Type:</b>      |  |
| <b>Runway Used:</b>         | 0                  | <b>Runway Surface Condition:</b> |  |
| <b>Runway Length/Width:</b> |                    |                                  |  |

## Wreckage and Impact Information

|                             |         |                            |           |
|-----------------------------|---------|----------------------------|-----------|
| <b>Crew Injuries:</b>       | 1 Fatal | <b>Aircraft Damage:</b>    | Destroyed |
| <b>Passenger Injuries:</b>  | N/A     | <b>Aircraft Fire:</b>      | None      |
| <b>Ground Injuries:</b>     | N/A     | <b>Aircraft Explosion:</b> | None      |
| <b>Latitude, Longitude:</b> |         |                            |           |

## Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN Adopted Date: 11/06/1998

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

---

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.