



National Transportation Safety Board Aviation Accident Final Report

Location:	ENGLAND, AR	Accident Number:	FTW99LA042
Date & Time:	12/02/1998, 1425 CST	Registration:	N396S
Aircraft:	HOLIMAN PIETENPOL AIRCAMPER	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot of the high wing tailwheel equipped airplane lost control of the airplane after impacting a powerline that was suspended 30 feet above the ground. Witnesses near the accident site observed the airplane maneuvering at low altitude prior to the accident. A nearby resident reported to law enforcement officers that he heard the sound of the airplane engine flying near his residence. The resident reported that the sound of the engine stopped about the same time that his home lost electrical power. The resident went outside and found that the single powerline servicing his home was down on the ground. The remains of the wood and fabric airplane came to rest on a southerly heading, about 200 feet beyond the point where the wire was severed. The commercial pilot was occupying the front seat of the 2-seat tandem airplane. Flight control continuity was established to all flight surfaces. Likewise, continuity was established to all engine controls. Fuel was found at the site and there was no fire.

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 with the powerline while maneuvering.

Findings

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

Findings

1. OBJECT - WIRE, TRANSMISSION
 2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On December 2, 1998, approximately 1425 central standard time, a Holiman Pietenpol Aircamper homebuilt airplane, N396S, was substantially damage upon collision with a power line while maneuvering near England, Arkansas. The commercial pilot, sole occupant of the airplane, was seriously injured. The experimental airplane was owned and operated by the pilot/builder under Title 14 CFR Part 91. Visual meteorological conditions prevailed throughout the area for the local personal flight. The flight originated from the Saline County Airport, in Benton, Arkansas, approximately 30 minutes prior to the accident.

According to witnesses near the accident site, the high wing tailwheel equipped airplane was observed maneuvering at low altitude in the vicinity of the accident. A nearby resident reported to law enforcement officers that he heard the sound of the airplane engine flying near his residence. The resident reported that the sound of the engine stopped about the same time that his home lost electrical power. The resident went outside and observed that the single powerline servicing his home was down on the ground and the remains of the wood and fabric airplane came to rest on a southerly heading, approximately 200 feet beyond the point where the wire was severed. The property owner estimated that the severed power line was suspended about 30 feet above the ground.

The 74 year old commercial pilot was occupying the front seat of the 2-seat tandem airplane. He was reported to have been hospitalized for over 2 months as result of injuries sustained. In a statement to his daughter, who completed the attached NTSB Form 6120.1/2, the pilot stated that he did not have any recollection about the flight or the accident.

Examination of the wreckage by the FAA inspector who traveled to the accident site revealed that the fuselage and both wings sustained structural damage. The inspector further noted continuity to all flight controls. Likewise, continuity was established to all engine controls. Fuel was found at the site and there was no fire.

Pilot Information

Certificate:	Commercial	Age:	74, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/15/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1936 hours (Total, all aircraft), 1085 hours (Total, this make and model), 1936 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HOLIMAN	Registration:	N396S
Model/Series:	PIETENPOL AIRCAMPER PIETENPOL	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	AH-1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/22/1998, Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	76 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1083 Hours	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	C85
Registered Owner:	ARTHUR B. HOLIMAN	Rated Power:	85 hp
Operator:	ARTHUR B. HOLIMAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17°C / 13°C
Precipitation and Obscuration:			
Departure Point:	BENTON, AR (M99)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1355 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA **Report Date:** 02/22/2001

Additional Participating Persons: WES D CROOK; LITTLE ROCK, AR

Publish Date:

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).