



National Transportation Safety Board Aviation Accident Final Report

Location:	Hampton, GA	Accident Number:	GAA19CA021
Date & Time:	10/09/2018, 1635 EDT	Registration:	N126BB
Aircraft:	AVIAT S	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 None
Flight Conducted Under:	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 (Cause)
Environmental issues	Wire - Effect on operation (Cause)

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-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:	03/15/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/19/2017
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:	No
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	6046
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/23/2018, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2712 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	AEIO-450
Registered Owner:	Grayout Aerosports Llc	Rated Power:	265 hp
Operator:	Grayout Aerosports Llc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	K6A2, 959 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	2035 UTC	Direction from Accident Site:	166°
Lowest Cloud Condition:	Scattered / 2200 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 6500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26° C / 21° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hampton, GA (HMP)	Type of Flight Plan Filed:	None
Destination:	Hampton, GA (HMP)	Type of Clearance:	None
Departure Time:	1630 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.385833, -84.322222 (est)

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Report Date:	04/08/2019
Additional Participating Persons:	Michael Denaro; FAA; College Park, GA		
Publish Date:	04/08/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=98486		

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](#).