



## NATIONAL TRANSPORTATION SAFETY BOARD

### Summary of Email

From: Jim Ashby

Sent: 8/7/2022 6:23 PM

The following is a statement provided by the pilot, Mr. Jim Ashby, via email:

*"Approached to land N21, Holly Ridge, N.C. @ 1500ft, heading 050. Day VFR, 1pm. Clouds broken @2500ft. Elevation 48msl, pattern 1048. Winds reported by KOAJ from 220@8mph. Windsock indicating rwy 14, 3591 ft(turf). Cumulus/storm building North of airport, rainshafts visible. Overflew rwy and circled to land left downwind for 14. Reviewed A/FD before flight. Rwy 14 displaced threshold 982 ft, P-Line(tall transmission ,multi-line with towers, UNMARKED, NO BALLS between end of rwy and a section of pine trees equal in height to P-line..Turned long final approx.3/4 miles, at approx.1200ft with threshold markers in sight, middle of windscreen. Maintained glide slope @ 65mph with 20 degrees flaps. Being a little high and knowing I had to descend once clear the pines and lines, I went to 40 degrees flaps. As I cleared the pines (there is an airport security video of the incident) all I saw was a windscreen full of power lines. I pulled up but caught the top line(s) five feet too low. I thought I was clear and how I lost that altitude past the pines, I don't know. Downdraft from the nearby storm? The Airport owner/manager has 47 pictures/videos from his security camera. The plane somersaulted and flipped hitting tail first which absorbed much of the force. I exited immediately with the help of a friend waiting for me to arrive.Treated at Camp Lejeune Marine Corps Trauma Center in Jacksonville, N.C. Released later in the day. No injuries except muscle soreness in back and neck. Glad to be alive!"*

Thanks for the help/advice.

Jim Ashby