



# Aviation Investigation Final Report

<b>Location:</b>	Redding, California	<b>Accident Number:</b>	WPR22LA028
<b>Date &amp; Time:</b>	November 8, 2021, 12:37 Local	<b>Registration:</b>	N360WM
<b>Aircraft:</b>	Bearhawk 4	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot in the tailwheel-equipped airplane reported that, while making a stabilized normal approach, he flared too high which resulted in a hard landing and subsequent ground loop. The airplane’s main landing gear collapsed, and the left wing sustained substantial damage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane 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 improper landing flare which resulted in a hard landing and subsequent ground loop.

## Findings

<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Landing flare - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing</b>	Hard landing (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 None	<b>Last FAA Medical Exam:</b>	September 21, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 8, 2021
<b>Flight Time:</b>	750 hours (Total, all aircraft), 25 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bearhawk	<b>Registration:</b>	N360WM
<b>Model/Series:</b>	4	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2009	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Unknown	<b>Serial Number:</b>	001
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 15, 2021 100 hour	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	120 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-540-X
<b>Registered Owner:</b>	Eran Hayoun	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	Eran Hayoun	<b>Operating Certificate(s) Held:</b>	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>	KRDD,502 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	339°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	Unknown / Unknown
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	Unknown / Unknown
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>		<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	REDDING MUNI RDD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	504 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16/34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7003 ft / 150 ft	<b>VFR Approach/Landing:</b>	Straight-in

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.507981,-122.29382(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swick, Andrew
<b>Additional Participating Persons:</b>	Steve "Gus" Gustison; FAA FSDO; Sacramento, CA
<b>Original Publish Date:</b>	May 4, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=104221">https://data.nts.gov/Docket?ProjectID=104221</a>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).