



Aviation Investigation Final Report

Location:	Redding, California	Accident Number:	WPR22LA028
Date & Time:	November 8, 2021, 12:37 Local	Registration:	N360WM
Aircraft:	Bearhawk 4	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

Landing	Hard landing (Defining event)
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Pilot Information

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

Aircraft and Owner/Operator Information

Aircraft Make:	Bearhawk	Registration:	N360WM
Model/Series:	4	Aircraft Category:	Airplane
Year of Manufacture:	2009	Amateur Built:	Yes
Airworthiness Certificate:	Unknown	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 15, 2021 100 hour	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	120 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-540-X
Registered Owner:	Eran Hayoun	Rated Power:	300 Horsepower
Operator:	Eran Hayoun	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRDD,502 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	339°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:		Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	13°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	
Destination:		Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.507981,-122.29382(est)

Administrative Information

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

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).