Aviation Investigation Final Report

Location:	Livingston, Texas	**Accident Number:**	CEN23LA265
Date & Time:	June 25, 2023, 14:10 Local	**Registration:**	N619MS
Aircraft:	Bearhawk Aircraft Model 5	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control on ground	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he performed a landing to a remote private grass airstrip surrounded by about 80 ft tall trees, on all sides. At about 40 mph during the rollout on the dry grass, a “strong wind gust lifted the right wing.” The pilot applied full right aileron and full right rudder, but they had “no effect,” nor was the right brake “effective.” The airplane departed the runway, impacted a hangar, and came to rest upright. The pilot and passenger were able to egress from the airplane without further incident. The airplane sustained substantial damage to the fuselage and the right wing.

The pilot reported there were no preimpact mechanical malfunctions or failures with the airframe or the engine that would have precluded normal operation. The pilot further reported that he did not initiate a go-around due to the airstrip being “narrow” and both the tall trees and the hangar “being in the way.”

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 directional control during the rollout, which resulted in a runway excursion, and a collision with a building. Contributing to the accident were the obstacles at the airstrip that prevented the pilot from performing a go-around.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Tree(s) - Ability to respond/compensate
Environmental issues	Airport structure - Ability to respond/compensate

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision during takeoff/land

Pilot Information

Certificate:	Airline transport	**Age:**	52,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	June 13, 2023
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	January 11, 2023
Flight Time:	(Estimated) 10300 hours (Total, all aircraft), 200 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 185 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bearhawk Aircraft	**Registration:**	N619MS
Model/Series:	Model 5 NO SERIES	**Aircraft Category:**	Airplane
Year of Manufacture:	2020	**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	001
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	Condition	**Certified Max Gross Wt.:**	3000 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming Engines
ELT:	Installed, not activated	**Engine Model/Series:**	AEIO580-B1A
Registered Owner:	On file	**Rated Power:**	315 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None
Operator Does Business As:	On file	**Operator Designator Code:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KLFK,316 ft msl	**Distance from Accident Site:**	26 Nautical Miles
Observation Time:	13:53 Local	**Direction from Accident Site:**	22°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	None / Convective
Wind Direction:	210°	**Turbulence Severity Forecast/Actual:**	N/A / Light
Altimeter Setting:	29.95 inches Hg	**Temperature/Dew Point:**	34°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Center, TX (F17)	**Type of Flight Plan Filed:**	None
Destination:	Livingston, TX	**Type of Clearance:**	None
Departure Time:	13:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Rcade Ranch 35XA	**Runway Surface Type:**	Grass/turf
Airport Elevation:	267 ft msl	**Runway Surface Condition:**	Dry;Rough
Runway Used:	12	**IFR Approach:**	None
Runway Length/Width:	1461 ft / 80 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	30.834119,-94.941731(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Jonathan Petitjean; FAA Houston FSDO; Houston, TX
Original Publish Date:	July 27, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=192459