



# Aviation Investigation Final Report

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

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## 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

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

<b>Certificate:</b>	Airline transport	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	June 13, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 11, 2023
<b>Flight Time:</b>	(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

<b>Aircraft Make:</b>	Bearhawk Aircraft	<b>Registration:</b>	N619MS
<b>Model/Series:</b>	Model 5 NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2020	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	001
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Condition	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming Engines
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	AEIO580-B1A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	315 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</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>	KLFK,316 ft msl	<b>Distance from Accident Site:</b>	26 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	22°
<b>Lowest Cloud Condition:</b>	Scattered / 3500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / Convective
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / Light
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	34°C / 25°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Center, TX (F17)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Livingston, TX	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hodges, Michael
<b>Additional Participating Persons:</b>	Jonathan Petitjean; FAA Houston FSDO; Houston, TX
<b>Original Publish Date:</b>	July 27, 2023
<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.ntsb.gov/Docket?ProjectID=192459">https://data.ntsb.gov/Docket?ProjectID=192459</a>

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](#).