



# Aviation Investigation Final Report

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<b>Location:</b>	Double Eagle Airport, New Mexico	<b>Accident Number:</b>	DEN08CA164
<b>Date &amp; Time:</b>	September 27, 2008, 11:00 Local	<b>Registration:</b>	N1685
<b>Aircraft:</b>	BICE DAVID E BEARHAWK	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

During a visual approach, the private pilot recognized a quartering crosswind for the landing runway. The pilot elected to continue the landing for experience since he had only nine previous landings in this airplane. According to the pilot "I either flared high or allowed the airplane to balloon up after the flare. The airplane dropped maybe three feet after the stall, and after the bounce, it came back to the runway in a slight crab." The pilot attempted to correct for the drift, but the airplane departed the left side of the runway and ground looped. The pilot was not injured. Examination of the airplane revealed that the right gear had collapsed and the right wing spar had bent.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot flared high and failed to maintain directional control. Contributing to the accident were the pilot's unfamiliarity with the airplane and the crosswind.

## Findings

<b>Environmental issues</b>	Crosswind - Decision related to condition
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Crosswind - Effect on operation
<b>Personnel issues</b>	Total experience w/ equipment - Pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Other weather encounter
<b>Landing-flare/touchdown</b>	Loss of control in flight (Defining event)
<b>Landing-flare/touchdown</b>	Abnormal runway contact
<b>Landing-landing roll</b>	Runway excursion

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	70, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 2, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 9, 2008
<b>Flight Time:</b>	1179 hours (Total, all aircraft), 10 hours (Total, this make and model), 1156 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BICE DAVID E	<b>Registration:</b>	N1685
<b>Model/Series:</b>	BEARHAWK	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	030-53/54-704
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	0-360 EXP
<b>Registered Owner:</b>	BICE DAVID E	<b>Rated Power:</b>	170 Horsepower
<b>Operator:</b>	BICE DAVID E	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Double Eagle Ai, NM (aeg )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Double Eagle, NM (AEG )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Double Eagle II Airport AEG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	Visual
<b>Runway Length/Width:</b>	7398 ft / 100 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.145,-106.794998(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Baker, Daniel
<b>Additional Participating Persons:</b>	Bruce Jeffcoat; FAA FSDO; Albuquerque, NM
<b>Original Publish Date:</b>	January 22, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=69245">https://data.nts.gov/Docket?ProjectID=69245</a>

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