



# Aviation Investigation Final Report

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<b>Location:</b>	Reno, Nevada	<b>Accident Number:</b>	WPR09CA109
<b>Date &amp; Time:</b>	February 5, 2009, 11:30 Local	<b>Registration:</b>	N846BH
<b>Aircraft:</b>	Seher Bearhawk	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot was taking off with a right crosswind. As the tailwheel lifted off the asphalt runway, the airplane started veering to the left. He added right rudder and aileron in an attempt to correct back to the runway heading. As he was advancing the power through mid-range, the airplane continued veering to the left. He added full power, and tried to lift off before departing the runway surface. As the airplane exited the runway, the pilot reduced the power to idle. The airplane was slowing to a stop off the end of the runway when it encountered a small dip in the terrain and nosed over, resulting in substantial damage to the wings and rudder. The pilot reported no mechanical anomalies with the airframe, flight controls, or engine. The pilot noted that shortly after the accident the winds picked up to 20 knots, and opined that he possibly encountered a strong gust.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind condition and failure to maintain directional control during takeoff. Contributing to the accident were a crosswind and the pilot's delayed decision to abort the takeoff.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Delayed action - Pilot
<b>Environmental issues</b>	Sloped/uneven terrain - Contributed to outcome
<b>Environmental issues</b>	Crosswind - Response/compensation
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Takeoff</b>	Loss of control on ground (Defining event)
<b>Takeoff</b>	Runway excursion
<b>Takeoff-rejected takeoff</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer	<b>Age:</b>	62, 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>	
<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 16, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 7, 2008
<b>Flight Time:</b>	17780 hours (Total, all aircraft), 3 hours (Total, this make and model), 17500 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Seher	<b>Registration:</b>	N846BH
<b>Model/Series:</b>	Bearhawk	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Utility; Experimental light sport (Special)	<b>Serial Number:</b>	066-127/128-931
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 23, 2009 Condition	<b>Certified Max Gross Wt.:</b>	2700 lbs
<b>Time Since Last Inspection:</b>	3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-540-EXP
<b>Registered Owner:</b>	Jacob Scott Seher	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	Jacob Scott Seher	<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>	KRNO,4415 ft msl	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	11:55 Local	<b>Direction from Accident Site:</b>	140°
<b>Lowest Cloud Condition:</b>	Few / 11000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 16000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 19 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.84 inches Hg	<b>Temperature/Dew Point:</b>	12°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Reno, NV (4SD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Reno, NV (4SD )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Reno Stead 4SD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5050 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	08	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7608 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## 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>	39.667221,-119.876113(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Plagens, Howard
<b>Additional Participating Persons:</b>	David Butler; FAA Reno FSDO; Reno, NV
<b>Original Publish Date:</b>	May 6, 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=73323">https://data.nts.gov/Docket?ProjectID=73323</a>

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