



Aviation Investigation Final Report

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

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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	62, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 16, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 7, 2008
Flight Time:	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

Aircraft Make:	Seher	Registration:	N846BH
Model/Series:	Bearhawk	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Utility; Experimental light sport (Special)	Serial Number:	066-127/128-931
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 23, 2009 Condition	Certified Max Gross Wt.:	2700 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-EXP
Registered Owner:	Jacob Scott Seher	Rated Power:	260 Horsepower
Operator:	Jacob Scott Seher	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRNO,4415 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Few / 11000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 16000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	12°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reno, NV (4SD)	Type of Flight Plan Filed:	None
Destination:	Reno, NV (4SD)	Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.667221,-119.876113(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	David Butler; FAA Reno FSDO; Reno, NV
Original Publish Date:	May 6, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=73323

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](#).