



# Aviation Investigation Final Report

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<b>Location:</b>	Hadley, Nevada	<b>Accident Number:</b>	WPR09CA240
<b>Date &amp; Time:</b>	May 12, 2009, 13:05 Local	<b>Registration:</b>	N232PF
<b>Aircraft:</b>	Fagan 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 reported that prior to departure in his tailwheel-equipped airplane, the windsock was indicating strong winds perpendicular to the runway with variable gusts. He stated that he waited until he saw a favorable (headwind) gust and then applied takeoff power. During the takeoff roll, the airplane encountered a strong gust of wind from the right, which lifted the right wing and the left wing struck the runway. The airplane pivoted to the left, veered off the runway surface, and impacted a dirt berm. The airplane sustained structural damage to the wings. The pilot reported no mechanical malfunctions or failures with the airframe or engine. The nearest weather reporting station is located 38 nautical miles south of the accident airport, and was reporting winds at the time of the accident at 3.3 miles per hour (mph) gusting to 14.3 mph.

## 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 gusting crosswinds during takeoff.

## Findings

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<b>Environmental issues</b>	Crosswind - Response/compensation
<b>Environmental issues</b>	Gusts - Response/compensation
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Crosswind correction - Not attained/maintained

## Factual Information

### History of Flight

<b>Takeoff</b>	Loss of control on ground (Defining event)
<b>Takeoff</b>	Runway excursion
<b>Takeoff</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<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>	Glider	<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>	April 16, 2009
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 22, 2009
<b>Flight Time:</b>	4180 hours (Total, all aircraft), 760 hours (Total, this make and model), 3552 hours (Pilot In Command, all aircraft), 83 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Fagan	<b>Registration:</b>	N232PF
<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>	BH232-7
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 1, 2008 Condition	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>	75 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	760 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-B2B5
<b>Registered Owner:</b>	Patrick J. Fagan	<b>Rated Power:</b>	245 Horsepower
<b>Operator:</b>	Patrick J. Fagan	<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>	TPH,5426 ft msl	<b>Distance from Accident Site:</b>	38 Nautical Miles
<b>Observation Time:</b>	13:00 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / 14 knots	<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>	27°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hadley, NV (A36 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hadley, NV (A36 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:05 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Round Mountain A36	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5744 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6776 ft / 60 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>		<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>	38.694168,-117.146942

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Keliher, Zoe
<b>Additional Participating Persons:</b>	Tony Roacha; Federal Aviation Administration; Reno, NV
<b>Original Publish Date:</b>	August 13, 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=73821">https://data.nts.gov/Docket?ProjectID=73821</a>

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