



Aviation Investigation Final Report

Location:	Merrill, Oregon	Accident Number:	GAA15CA132
Date & Time:	June 21, 2015, 11:15 Local	Registration:	N939RE
Aircraft:	ERVIN REX H BEAR HAWK	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, while on approach to a private grass air strip he observed the midfield wind sock indicating light and variable winds. After a normal approach and touch down, during the landing roll he encountered a strong crosswind from the right. Subsequently, the airplane began to swerve and then entered a ground loop to the left. During the ground loop, the right wing impacted the runway and the airplane came to rest. The pilot reported that after he exited the airplane, he observed a quartering tailwind at 15 miles per hour.

The pilot stated there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation. The right wing and elevator were substantially damaged in the accident. The reported winds at an airport 5 nautical miles away about the time of the accident were from a variable direction at 3 knots.

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 landing, which resulted in a ground loop.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Abnormal runway contact

Pilot Information

Certificate:	Commercial	Age:	75
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
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:	May 19, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 9, 2015
Flight Time:	(Estimated) 6000 hours (Total, all aircraft), 64 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	31
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	62
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	ERVIN REX H	Registration:	N939RE
Model/Series:	BEAR HAWK NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	778
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 2, 2015 Condition	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	64 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-EXP
Registered Owner:	On file	Rated Power:	240 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLMT,4095 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	340°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/ Terrain-Induced
Wind Direction:		Turbulence Severity Forecast/Actual:	/ Moderate
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	23°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	YELLOW PINE, ID (3U2)	Type of Flight Plan Filed:	None
Destination:	Klamath Falls, OR (NONE)	Type of Clearance:	None
Departure Time:	08:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	Ervin Private Airstrip NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	4100 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2400 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	42.028888,-121.598335(est)

Administrative Information

Investigator In Charge (IIC):	Gerhardt, Adam
Additional Participating Persons:	JC Shine; Portland FSDO (FAA); Portland, OR
Original Publish Date:	July 27, 2015
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=91418

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