



# Aviation Investigation Final Report

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<b>Location:</b>	Calhan, Colorado	<b>Accident Number:</b>	GAA17CA016
<b>Date &amp; Time:</b>	October 7, 2016, 13:00 Local	<b>Registration:</b>	N507SR
<b>Aircraft:</b>	ROBINSON STEWART J BEARHAWK	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot of the tailwheel-equipped airplane reported that, during a touch-and-go landing on a turf airstrip, he applied power for takeoff, the airplane drifted left, and he applied right aileron and left rudder. As the airplane accelerated, it began drifting farther left until it departed the runway onto the grass. The pilot reported that the airspeed was about 60 mph and that he felt he could fly out of the situation. However, he realized the airplane was approaching a hill with trees and a house too quickly and would not clear the trees. He then applied right rudder and the airplane turned 90° toward the runway and began to skid. The airplane skidded across the runway and hit a ditch. The left landing gear collapsed followed by the right, and the airplane skidded to a stop.

The airplane sustained substantial damage to the left wing and fuselage.

The pilot reported that there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

A review of recorded data from the automated weather observation station located about 14 miles southwest of the accident site revealed that, at 1255, the wind was from 190° at 13 knots, gusting to 21 knots. The airplane landed on runway 17.

## 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 takeoff, which resulted in a runway excursion.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	(general) - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Miscellaneous/other
<b>Landing-landing roll</b>	Attempted remediation/recovery
<b>Landing-landing roll</b>	Runway excursion (Defining event)
<b>Landing-landing roll</b>	Landing gear collapse

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	68, 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>	3-point
<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 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	April 27, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 23, 2015
<b>Flight Time:</b>	(Estimated) 11300 hours (Total, all aircraft), 50 hours (Total, this make and model), 7800 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON STEWART J	<b>Registration:</b>	N507SR
<b>Model/Series:</b>	BEARHAWK 4 Place	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2016	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	003-5/6-507
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 21, 2016	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	39.5 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	O-540-B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<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>	KFLY,6874 ft msl	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	18:55 Local	<b>Direction from Accident Site:</b>	245°
<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>	13 knots / 21 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.37 inches Hg	<b>Temperature/Dew Point:</b>	12°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LIMON, CO (LIC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Calhan, CO (5V4 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CALHAN 5V4	<b>Runway Surface Type:</b>	Dirt;Grass/turf
<b>Airport Elevation:</b>	6450 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4565 ft / 50 ft	<b>VFR Approach/Landing:</b>	Touch and go

## 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>	39.049999,-104.293052(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	John Childers; FAA; Denver, CO
<b>Original Publish Date:</b>	July 5, 2017
<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=94185">https://data.nts.gov/Docket?ProjectID=94185</a>

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