



Aviation Investigation Final Report

Location:	Edgewood, New Mexico	Accident Number:	GAA18CA206
Date & Time:	April 10, 2018, 13:00 Local	Registration:	N1685
Aircraft:	BICE DAVID E BEARHAWK	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot in the tailwheel-equipped, experimental, amateur-built airplane, during landing, the airplane encountered a left crosswind gust. The pilot lost directional control of the airplane, and it exited the left side of the runway.

The airplane sustained substantial damage to the right wing spar.

The METAR nearest the accident site reported that, about the time of the accident, the wind was light and variable at 3 knots; there were no reported gusts.

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

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 of the airplane during landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Runway excursion

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 20, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 22, 2016
Flight Time:	(Estimated) 1369 hours (Total, all aircraft), 11 hours (Total, this make and model), 1369 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BICE DAVID E	Registration:	N1685
Model/Series:	BEARHAWK NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	030-53/54-704
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 27, 2018 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	359 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360
Registered Owner:	LANE AVIATION LLC.	Rated Power:	180 Horsepower
Operator:	LANE AVIATION LLC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KABQ,5314 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	18:52 Local	Direction from Accident Site:	262°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 30000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.34 inches Hg	Temperature/Dew Point:	17°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Edgewood, NM (1N1)	Type of Flight Plan Filed:	None
Destination:	Edgewood, NM (1N1)	Type of Clearance:	None
Departure Time:	12:01 Local	Type of Airspace:	Class G

Airport Information

Airport:	SANDIA AIRPARK ESTATES EAST 1N1	Runway Surface Type:	Asphalt
Airport Elevation:	6565 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4830 ft / 30 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.094722,-106.164443(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Gary Medina; FAA; Albuquerque, NM
Original Publish Date:	October 24, 2018
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=97011

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](#).