



Aviation Investigation Final Report

Location:	Williams, California	Accident Number:	GAA18CA555
Date & Time:	September 9, 2018, 11:30 Local	Registration:	N152GH
Aircraft:	HIMMEROEDER HANSGEORG 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 of the tailwheel-equipped airplane reported that, during the landing roll in the grass left of an asphalt runway with light wind conditions, the airplane veered left. He attempted to recover, but his flight control input was ineffective. The airplane ground looped to the left, the right landing gear collapsed, and the right wing impacted a ditch.

The airplane sustained substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 during the landing roll.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Landing gear collapse
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 8, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 13, 2018
Flight Time:	(Estimated) 22600 hours (Total, all aircraft), 13 hours (Total, this make and model), 20000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HIMMEROEDER HANSGEORG	Registration:	N152GH
Model/Series:	BEARHAWK	Aircraft Category:	Airplane
Year of Manufacture:	2012	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	052-99/100-867
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 29, 2017 Annual	Certified Max Gross Wt.:	2700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	450.5 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	Y10-540-D4A5
Registered Owner:	On file	Rated Power:	260 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:	KMYV,62 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	98°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	29°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Williams, CA (CN12)	Type of Flight Plan Filed:	None
Destination:	Williams, CA (CN12)	Type of Clearance:	VFR
Departure Time:	10:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	WILLIAMS CN12	Runway Surface Type:	Grass/turf
Airport Elevation:	68 ft msl	Runway Surface Condition:	Dry;Holes;Rough
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2500 ft / 40 ft	VFR Approach/Landing:	Full stop

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:	39.164443,-122.131668(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Richard Dilbeck; FAA; Sacramento, CA
Original Publish Date:	March 18, 2019
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=98297

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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](#).