



Aviation Investigation Final Report

Location:	Eau Claire, Wisconsin	Accident Number:	CEN24LA043
Date & Time:	November 21, 2023, 10:00 Local	Registration:	N274LC
Aircraft:	Bearhawk Four	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Flight test		

Analysis

During the landing roll, the tailwheel-equipped airplane bounced once then veered to the left. The pilot applied right rudder but was unable to maintain directional control. The airplane exited the runway and ground looped, which resulted in separation of the right main landing gear and 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 landing.

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	Runway excursion

Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	71,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 10, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 24, 2023
Flight Time:	(Estimated) 3555 hours (Total, all aircraft), 2 hours (Total, this make and model), 3555 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bearhawk	Registration:	N274LC
Model/Series:	Four	Aircraft Category:	Airplane
Year of Manufacture:	2023	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	68
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 14, 2023 Condition	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-540-B2B5
Registered Owner:	On file	Rated Power:	235 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:	KEAU, 895 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:09 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:	8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 2200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	4°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Eau Claire, WI (EAU)	Type of Flight Plan Filed:	None
Destination:	Eau Claire, WI	Type of Clearance:	VFR
Departure Time:	09:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	Chippewa Valley Regional Airport EAU	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	913 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	44.860379,-91.485462(est)

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	Nicholas Holmes; FAA; Milwaukee, WI
Original Publish Date:	April 19, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193412

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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](#).