

KFST May 21, 2022

BE30 N98FM

PIC: Steve Turner (right seat, PM)

SIC: Spencer Rasmussen (left seat, PF)

The crew day started at 1200, expecting that wind would support flight test by 1400. Wind velocity began to drop around 1430 and we made the decision to attempt to fly. According to the forecast the wind was expected to shift from a northwesterly flow to a northerly flow and continue to decrease in velocity creating a slight right crosswind for dirt runway 25. We discussed the potential that wind might favor runway 07 at some point during testing.

We took-off at 1516. The first three test points were heavyweight, max performance landings using ground-fine and full anti-lock braking after touchdown. Brake temperatures were measured, and brakes were cooled after each run. Winds were varying, but primarily northerly and less than 10 knots. The test points were uneventful, and we were impressed with the airplane's stopping performance. The next test point was a single engine landing.

After getting airborne again, we shut down the left engine after a 2-minute cool-down. We made a few orbits to ensure we had a 300# fuel imbalance (left wing heavy) as required by the test plan. While on downwind, winds were reported as 010/10 creating a right crosswind for runway 25. With only a slight tailwind, the recent variability in wind, and repeatable performance on the first three test points, we elected to continue operating on runway 25. After confirming the correct configuration, we executed the pattern and landing. Touchdown was smooth and within heavyweight landing parameters, although flare distance was slightly longer than previous landings. As the throttles were placed into ground-fine and max braking applied, the aircraft began to yaw to the right and move towards the right side of the runway. I immediately applied left rudder and reduced braking. Not wanting to over-correct, I also applied cautious left braking to align the airplane with the runway heading and correct back to the center. Unfortunately, the left pedal action was not sufficient to move the airplane far enough and the right wing impacted bushes on the right side of the runway causing significant damage. I carefully brought the airplane to a stop and we restarted the left engine. After measuring brake temperatures, we taxied back to the ramp.