



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Gilliam, LA	<b>Accident Number:</b>	GAA18CA335
<b>Date &amp; Time:</b>	06/06/2018, 0910 CDT	<b>Registration:</b>	N710JT
<b>Aircraft:</b>	BEECH A36	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that, during a soft-field takeoff from a private grass airstrip, he applied slight aft pressure to the yoke to lighten the load on the nosewheel. The airplane became airborne, but while in ground effect, the left wing dropped about 10°, and the left main landing gear contacted the runway. The airplane settled back on the ground pointing about 30° left of the runway heading. The airplane then departed the runway to the left and ground looped, during which the left landing gear collapsed. The airplane slid backward and came to rest upright on the field adjacent the airstrip.

The airplane sustained substantial damage to both ailerons.

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

The pilot added that the airplane's weight and balance were within the operational limitations in the Pilot's Operating Handbook.

The automated weather observation system located on an airport 18 nautical miles (nm) south of the accident site reported that, about 17 minutes before the accident, the wind was from 90° at 5 knots. An automated weather observation station located on an airport 22 nm southeast of the accident site reported that, about 14 minutes before the accident, the wind was from 110° at 3 knots. The airplane departed from runway 26.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's exceedance of the airplane's critical angle of attack during a soft-field takeoff, which resulted in an aerodynamic stall.

## Findings

Aircraft	Angle of attack - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

## Factual Information

### History of Flight

<b>Takeoff</b>	Aerodynamic stall/spin (Defining event) Loss of control on ground Runway excursion
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### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-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>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	02/16/2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	10/19/2016
<b>Flight Time:</b>	(Estimated) 18250 hours (Total, all aircraft), 48 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 87 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N710JT
<b>Model/Series:</b>	A36	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1975	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	E-665
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	3651 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO 520
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KDTN, 179 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1353 UTC	Direction from Accident Site:	165°
Lowest Cloud Condition:	Clear	Visibility	6 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	24° C / 22° C
Precipitation and Obscuration:	Moderate - Mist; No Obscuration; No Precipitation		
Departure Point:	Gilliam, LA (LA54)	Type of Flight Plan Filed:	None
Destination:	Gilliam, LA (LA54)	Type of Clearance:	VFR
Departure Time:	CDT	Type of Airspace:	Class G

## Airport Information

Airport:	GILLIAM (LA54)	Runway Surface Type:	Grass/turf
Airport Elevation:	194 ft	Runway Surface Condition:	Dry; Rough
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3100 ft / 75 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	32.837778, -93.837778 (est)

## Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	03/18/2019
Additional Participating Persons:	Keenon Wood; FAA; Baton Rouge, LA		
Publish Date:	03/18/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97450">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97450</a>		

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