



National Transportation Safety Board Aviation Accident Data Summary

Location:	Gilliam, LA	Accident Number:	GAA18CA335
Date & Time:	06/06/2018, 0910 CDT	Registration:	N710JT
Aircraft:	BEECH A36	Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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.

Flight Events

Takeoff - Aerodynamic stall/spin
Takeoff - Loss of control on ground
Takeoff - Runway excursion

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Angle of attack-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	72
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	(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

Aircraft Make:	BEECH	Registration:	N710JT
Model/Series:	A36	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO 520
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KDTN, 179 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	5 knots / , 90°
Temperature:	24° C	Visibility	6 Miles
Precipitation and Obscuration:	Moderate - Mist; No Obscuration; No Precipitation		
Departure Point:	Gilliam, LA (LA54)	Destination:	Gilliam, LA (LA54)

Airport Information

Airport:	GILLIAM (LA54)	Runway Surface Type:	Grass/turf
Runway Used:	26	Runway Surface Condition:	Dry; Rough
Runway Length/Width:	3100 ft / 75 ft		

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
Latitude, Longitude:	32.837778, -93.837778 (est)		

Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Adopted Date:	03/18/2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97450		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.