



National Transportation Safety Board Aviation Accident Final Report

Location:	Lubbock, TX	Accident Number:	GAA19CA587
Date & Time:	09/25/2019, 0715 CDT	Registration:	N5836B
Aircraft:	Beech 36	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during the takeoff roll and while the airplane was about 60 knots, it lifted off in a nose-high attitude, and the stall warning horn actuated. He added that, about 20 ft above ground level, the airplane rotated to the right, but he overcorrected, and the left wingtip struck the runway. Shortly after, he landed the airplane without further incident. The airplane sustained substantial damage to the left wing. 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 postaccident examination of the airplane revealed that the elevator trim was set to nose high and that he should have used a pretakeoff checklist to verify that the elevator trim was set to the takeoff position.

Probable Cause and Findings

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

The pilot's improper pitch trim setting during takeoff in a left quartering tailwind, which resulted in the airplane abruptly pitching up and subsequently experiencing an aerodynamic stall. Contributing to the accident was the pilot's failure to follow a preflight checklist and verify that the elevator trim tab was in the takeoff position.

Findings

Aircraft	Pitch control - Not attained/maintained (Cause) Angle of attack - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause) Use of equip/system - Pilot (Cause) Forgotten action/omission - Pilot (Factor) Use of checklist - Pilot (Factor)
Environmental issues	Tailwind - Effect on operation (Cause)

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event) Aerodynamic stall/spin Attempted remediation/recovery Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	01/25/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/25/2019
Flight Time:	(Estimated) 178 hours (Total, all aircraft), 178 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Check Pilot Information

Certificate:	Flight Instructor; Private	Age:	21, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	08/20/2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	07/20/2019
Flight Time:	(Estimated) 340 hours (Total, all aircraft), 340 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N5836B
Model/Series:	36 B36TC	Aircraft Category:	Airplane
Year of Manufacture:	1994	Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	EA558
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	02/11/2019, Annual	Certified Max Gross Wt.:	3850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2083 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	We Gone LLC	Rated Power:	300 hp
Operator:	We Gone LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	KLBB, 3241 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1153 UTC	Direction from Accident Site:	320°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	22° C / 17° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lubbock, TX (LBB)	Type of Flight Plan Filed:	None
Destination:	Lubbock, TX (LBB)	Type of Clearance:	VFR
Departure Time:	0715 CDT	Type of Airspace:	Class C

Airport Information

Airport:	Lubbock Preston Smith Intl (LBB)	Runway Surface Type:	Concrete
Airport Elevation:	3282 ft	Runway Surface Condition:	Dry
Runway Used:	35L	IFR Approach:	None
Runway Length/Width:	11500 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.663611, -101.820556 (est)

Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	03/17/2020
Additional Participating Persons:	Albert Hilliard; FAA; San Antonio, TX		
Publish Date:	03/17/2020		
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=100411		

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