



Aviation Investigation Final Report

Location:	Gilliam, Louisiana	Accident Number:	GAA18CA335
Date & Time:	June 6, 2018, 09:10 Local	Registration:	N710JT
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	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.

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
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Takeoff	Aerodynamic stall/spin (Defining event)
Takeoff	Loss of control on ground
Takeoff	Runway excursion

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	72,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 16, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 19, 2016
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	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	E-665
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:		Certified Max Gross Wt.:	3651 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO 520
Registered Owner:		Rated Power:	
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:	KDTN, 179 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	13:53 Local	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 - None - Mist		
Departure Point:	Gilliam, LA (LA54)	Type of Flight Plan Filed:	None
Destination:	Gilliam, LA (LA54)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	GILLIAM LA54	Runway Surface Type:	Grass/turf
Airport Elevation:	194 ft msl	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:	32.837776,-93.837776(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Keenon Wood; FAA; Baton Rouge, LA
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97450

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