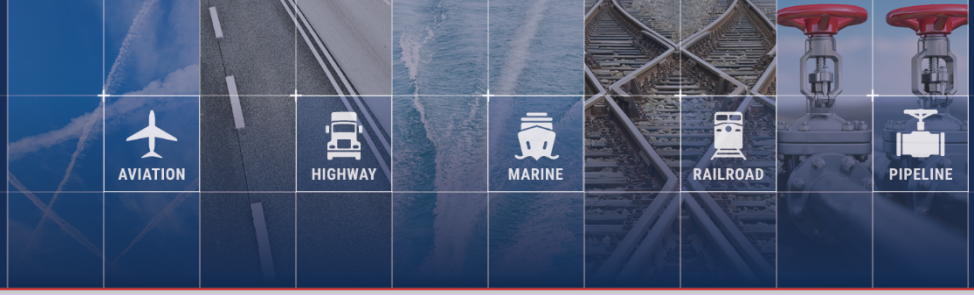

Aviation Investigation Final Report

Location:	RUIDOSO, New Mexico	**Accident Number:**	FTW98LA213
Date & Time:	May 10, 1998, 16:30 Local	**Registration:**	N6150X
Aircraft:	Beech A-36	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During initial climb following takeoff on runway 24 with the wind from 200 degrees magnetic heading at 17 knots with gusts to 24 knots, the aircraft settled onto the ground about 3/4 of the distance down the runway. Witnesses said the aircraft appeared to rotate for takeoff at a slow speed and appeared to stall during initial climb after the pilot raised the landing gear. The pilot and his four passengers were not injured.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Inadvertent post departure stall. A factor was high gusty winds.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

On May 10, 1998, at 1630 mountain daylight time, a Beech A-36, N6150X, sustained substantial damage when it settled to the runway after the pilot retracted the landing gear following takeoff from Sierra Blanca Regional Airport, Ruidoso, New Mexico. The private pilot and his four passengers were not injured. Visual meteorological conditions prevailed for this cross-country flight to Clifton, Texas, operating under Title 14 CFR Part 91 and no flight plan was filed.

According to the pilot, he received a weather briefing from Albuquerque Flight Service Station. The brief provided information that the weather could be expected to remain visual conditions with high winds and gusts. The pilot said he taxied to runway 24, did a normal run-up, and departed using a higher than normal rotation speed (82-85 knots) due to the gusty wind conditions. In his statement, the pilot indicated he started his climb out at 105 knots indicated airspeed (IAS) then "something pushed me down causing me to lose altitude", then the stall warning sounded and the aircraft settled onto the ground beside runway 24 with the landing gear and flaps retracted.

Attached is a statement form the head linesman and a line service technician at Sierra Blanca Regional Airport. According to their statement, the pilot attempted one takeoff which he aborted midway through the takeoff roll. He taxied the aircraft back to the ramp and complained that the right wing was lower than the left. The lines people examined the aircraft and could find no discrepancies and the pilot redistributed some weight inside the cabin. These persons said he then taxied back for takeoff.

The two airport employees said the ground speed appeared to be slow and the aircraft rotated for takeoff about mid field. According to their observations, the aircraft did not gain altitude and the pilot raised the landing gear when the aircraft appeared to be about 3/4 of the distance down the takeoff runway. They said, that immediately after the pilot raised the landing gear, "the aircraft stalled at about 40 feet above the airfield and fell."

The two airport line service people responded to the accident in an airport vehicle and according to their statement the five people aboard were exiting the aircraft when they arrived on scene. There was no mention of injuries and the line people said they disconnected the aircraft battery and turned off the emergency locator transmitter which had activated.

According to the Sierra Blanca Airport Automated Weather Observation System (AWOS), the local weather was clear skies below 12,000 feet, 10 miles visibility, and the wind nearest the time of the accident,(1645 observation), was from 200 degrees magnetic heading at 17 knots with gusts to 24 knots.

Examination of the aircraft by an FAA Inspector following the accident, provided no evidence of pre impact failure or malfunction. The inspector was unable to compile sufficient data to calculate weight and balance; thus, no meaningful performance calculations could be completed.

Pilot Information

Certificate:	Private	**Age:**	54,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	June 20, 1996
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	433 hours (Total, all aircraft), 57 hours (Total, this make and model), 433 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N6150X
Model/Series:	A-36 A-36	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	E-1961
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	December 10, 1997 Annual	**Certified Max Gross Wt.:**	3600 lbs
Time Since Last Inspection:	52 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2360 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO-520-BB208
Registered Owner:	CHARLES D. PARKER	**Rated Power:**	285 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	SRR ,6188 ft msl	**Distance from Accident Site:**	1 Nautical Miles
Observation Time:	16:53 Local	**Direction from Accident Site:**	60°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	18 knots / 27 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	190°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	24°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(SRR)	**Type of Flight Plan Filed:**	None
Destination:	CLIFTON , TX (7F7)	**Type of Clearance:**	None
Departure Time:	16:30 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	SIERRA BLANCA REGIONAL SRR	**Runway Surface Type:**	Asphalt
Airport Elevation:	6811 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	24	**IFR Approach:**	
Runway Length/Width:	8101 ft / 100 ft	**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	4 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	5 None	**Latitude, Longitude:**	33.349853,-105.680068(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	JIM MALARSY; ALBUQUERQUE , NM
Original Publish Date:	May 19, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=20601