Aviation Investigation Final Report

Location:	Healdsburg, California	**Accident Number:**	LAX05CA274
Date & Time:	August 21, 2005, 14:00 Local	**Registration:**	N7226M
Aircraft:	Beech A36	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The wing dragged on the ground during takeoff. The pilot rotated at 75 knots. Shortly after liftoff, he felt the airplane roll and yaw; he thought that he was encountering a wind shear. The pilot initiated corrective control inputs with the rudder, neutral aileron, and forward yoke pressure. The airplane attitude and flight path returned to normal, and the pilot retracted the landing gear. The pilot did not feel or hear the impact of the left wing tip and was surprised to see the damage during the climb phase of the flight. The pilot diverted to a nearby airport where he executed an emergency landing. The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain lateral aircraft control during takeoff.

Findings

Occurrence #1: DRAGGED WING,ROTOR,POD,FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF

Findings
1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On August 21, 2005, about 1400 Pacific daylight time, the wing of a Beech A36, N7226M, dragged the ground during takeoff at Healdsburg Municipal Airport (O31), Healdsburg, California. The owner/pilot was operating the airplane under the provisions of 14 CFR Part 91. The airline transport pilot and one passenger were not injured; the airplane sustained substantial damage. The cross-country personal flight departed Healdsburg at 1400, with a planned destination of Truckee, California. Visual meteorological conditions prevailed, and no flight plan had been filed. The approximate global positioning system (GPS) coordinates of the accident site were 38 degrees 39 minutes north latitude by 122 degrees 53 minutes west longitude.

The pilot reported that during takeoff he rotated at 75 knots. Shortly after liftoff, he felt the airplane roll and yaw; he thought that he was encountering a wind shear. The pilot initiated corrective control inputs with the rudder, neutral aileron, and forward yoke pressure. The airplane attitude and flight path returned to normal, and the pilot retracted the landing gear. The pilot did not feel or hear the impact of the left wing tip and was surprised to see the damage during the climb phase of the flight. The pilot elected to divert to Napa County Airport, Napa, California, where he executed an emergency landing.

In the pilot's written report, he stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

Pilot Information

Certificate:	Airline transport	**Age:**	44,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	August 1, 2004
Occupational Pilot:		**Last Flight Review or Equivalent:**	August 1, 2005
Flight Time:	3300 hours (Total, all aircraft), 59 hours (Total, this make and model), 2900 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N7226M
Model/Series:	A36	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal; Utility	**Serial Number:**	E-2228
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	August 1, 2005 Annual	**Certified Max Gross Wt.:**	3780 lbs
Time Since Last Inspection:	12 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	998 Hrs at time of accident	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	IO-550-B1B
Registered Owner:	Marcia & Daniel Turner	**Rated Power:**	300 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	7 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	165°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.97 inches Hg	**Temperature/Dew Point:**	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HEALDSBURG, CA (O31)	**Type of Flight Plan Filed:**	None
Destination:	TRUCKEE, CA (TRK)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	HEALDSBURG MUNI O31	**Runway Surface Type:**	Asphalt
Airport Elevation:		**Runway Surface Condition:**	Dry
Runway Used:	13	**IFR Approach:**	None
Runway Length/Width:	2707 ft / 60 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	
Total Injuries:	2 None	**Latitude, Longitude:**	38.653331,-122.899169

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Federal Aviation Administration; Oakland, CA
Original Publish Date:	December 20, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=62313