



Aviation Investigation Final Report

Location:	La Casa, Texas	Accident Number:	CEN26LA077
Date & Time:	January 2, 2026, 16:40 Local	Registration:	N5174C
Aircraft:	Beech B35	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

In a telephone interview, the pilot reported that he was taking off from a private dirt strip when the accident happened. He said that he was departing to the south and the takeoff was normal until the airplane was above the level of the treetops that bordered the airstrip. Once the airplane reached that altitude, it stopped accelerating and drifted left, the left wing dropped, and the airplane descended into the trees. The pilot stated that he believed he experienced windshear with the wind changing from a quartering headwind to a quartering tailwind after clearing the trees. When asked, the pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The nearest aviation weather reporting station was located at the Stephens County Airport (BKD), Breckenridge, Texas, about 13 nautical miles northwest of the accident and reported wind from 280° at 7 knots about the time of the accident.

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 initial climb after takeoff, leading to an aerodynamic stall and impact with trees.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Angle of attack - Capability exceeded

Factual Information

History of Flight

Initial climb	Aerodynamic stall/spin (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial	Age:	66,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	September 7, 2024
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	25000 hours (Total, all aircraft), 47.5 hours (Total, this make and model), 5.5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N5174C
Model/Series:	B35	Aircraft Category:	Airplane
Year of Manufacture:	1950	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-2585
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	E-185-8
Registered Owner:	On file	Rated Power:	196 Horsepower
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:	KBKD, 1283 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	16:35 Local	Direction from Accident Site:	314°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.68 inches Hg	Temperature/Dew Point:	27°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	La Casa, TX	Type of Flight Plan Filed:	
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Private airstrip PVT	Runway Surface Type:	Dirt
Airport Elevation:	1505 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2200 ft / 90 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.565574,-98.702727

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Rolf Sherman; FAA - LBB FSDO; Lubbock, TX
Original Publish Date:	April 30, 2026
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=202250

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).