

On December 28, 2021, around 10:28 am I left Batesville MS (PMU) in N93GT and flew to Helena AR (HEE). Note: The airplane had just been in maintenance on the day before to troubleshoot a propeller feather issue and the problem could not be replicated, so I was briefed, and the airplane was released for flight. I arrived at HEE around 10:40 am. I was the only soul onboard for this flight. I made this flight in VFR conditions with no mechanical issues. After arriving at HEE 206.1 gallons was added to the outboard tanks by South Delta Aviation. I then checked weather via ForeFlight. I determined we were safe for a VFR departure and able to obtain IFR once in the air.

At approximately 11:50 am we departed HEE for Camilla GA (CXU). There were 4 passengers (Pace Hindsley, Mark Oxner, Mark Baldwin, and Garrison Hardkey) and 1 crew member (Dudley Clay Bland Jr.) aboard for this flight. The wind was out of the South gusting approximately 20 knots so we taxied to runway 18 and proceeded to back taxi to the far North end of runway 18. Immediately after rotation it was obvious that the engines were not producing normal thrust. I immediately noticed that the propellers were going into feather but at this time there was not enough runway left to safely land. I retracted the landing gear and proceeded to try to find a place to land. I was unable to find a landing area that was long enough to land without hitting trees or farm equipment. While I was trying to find a place to land, I noticed that the propellers were around 1200 rpm and I was unable to get them to increase. I was able to maintain enough altitude to return to runway 18. I did not extend the landing gear until I was convinced that I was able to make the runway. When I was confident that we were able to reach the runway, I lowered the landing gear. This increased the drag about the same time that I started encountering more headwind. This required me to lower the pitch of the nose to maintain airspeed. With the combination of low altitude and insufficient thrust I was not able to slow the decent before landing. When we impacted the runway, the left outboard tire blew out. I tried to keep the airplane on the runway by applying right brake but was unsuccessful and ended up in the grass on the East side of the runway. This is when the damage started occurring to the left side of the airplane. The airplane came to a stop just North of the middle taxiway facing South.

Note: I was aware of the emergency procedure for an unexpected propeller feathering. I was able to accomplish step one and step three but due to low altitude and heavy workload I was unable to safely remove my hands from the controls to accomplish step two.