



# Aviation Investigation Final Report

<b>Location:</b>	Jamestown, North Dakota	<b>Accident Number:</b>	CEN23LA347
<b>Date &amp; Time:</b>	August 3, 2023, 11:00 Local	<b>Registration:</b>	N6015W
<b>Aircraft:</b>	AIR TRACTOR INC AT-401	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

## Analysis

The purpose of the flight was to ferry the airplane that the pilot had never flown. During takeoff roll on the narrow (10 ft wide) runway, the pilot advanced the throttle slowly, which resulted in the airplane's slow acceleration. As the end of the runway approached, the pilot selected full throttle and the airplane lifted off the ground at a slow airspeed. As the airplane climbed out of ground effect, the pilot did not increase airspeed adequately due, in part, to his concern of power lines off the end of the runway. The airplane subsequently entered an aerodynamic stall and impacted terrain, which substantially damaged the right wing.

The pilot reported no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The pilot likely did not maintain proper airspeed during initial climb, which resulted in the airplane exceeding its critical angle of attack and an aerodynamic stall. The pilot attributed his lack of familiarity with the airplane and the narrow runway as factors to the accident.

## 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 proper airspeed after liftoff, which resulted in the airplane exceeding its critical angle of attack and an aerodynamic stall.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Aircraft</b>	Angle of attack - Not attained/maintained
<b>Personnel issues</b>	Total experience w/ equipment - Pilot
<b>Environmental issues</b>	(general) - Contributed to outcome

## Factual Information

### History of Flight

Initial climb	Loss of control in flight (Defining event)
Initial climb	Aerodynamic stall/spin

### Pilot Information

Certificate:	Commercial	Age:	29,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 8, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 1, 2022
Flight Time:	754 hours (Total, all aircraft), 0 hours (Total, this make and model), 597 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR INC	Registration:	N6015W
Model/Series:	AT-401	Aircraft Category:	Airplane
Year of Manufacture:	1994	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	401-0947
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	9170 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Walter
ELT:	Installed	Engine Model/Series:	M601E-11
Registered Owner:	REMMICK DARWIN R	Rated Power:	657 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:	KJMS,1495 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	08:56 Local	Direction from Accident Site:	312°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	24°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jamestown, ND (PRI)	Type of Flight Plan Filed:	None
Destination:	Maquoketa, IA (OQW)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

## Airport Information

Airport:	Central Ag Spraying PRI	Runway Surface Type:	Asphalt
Airport Elevation:	1500 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	2600 ft / 10 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.92521,-98.75183(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Folkerts, Michael
<b>Additional Participating Persons:</b>	Gary Kwasniewski; Federal Aviation Administration; Fargo, ND
<b>Original Publish Date:</b>	November 9, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192789">https://data.nts.gov/Docket?ProjectID=192789</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).