



Aviation Investigation Final Report

Location:	Holyoke, Colorado	Accident Number:	CEN23LA241
Date & Time:	June 15, 2023, 08:45 Local	Registration:	N6106U
Aircraft:	AIR TRACTOR INC AT-401B	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The operator reported that, while landing during a solo instructional flight, the airplane touched down in a three-point attitude and veered left during the roll out. The airplane ground looped to the left and exited the left side of the runway. During the ground loop, the right wing struck the ground. The airplane came to rest about 25 ft from the edge of the runway and sustained substantial damage to the right wing.

The operator reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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 directional control during the landing roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Total experience w/ equipment - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Dragged wing/rotor/float/other

Pilot Information

Certificate:	Commercial	Age:	48,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 4, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 15, 2022
Flight Time:	385 hours (Total, all aircraft), 3 hours (Total, this make and model), 321 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR INC	Registration:	N6106U
Model/Series:	AT-401B	Aircraft Category:	Airplane
Year of Manufacture:	1995	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	401B-0976
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 10, 2023 Annual	Certified Max Gross Wt.:	7680 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8063.3 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	R1340-AN1
Registered Owner:	Steggs Flying Service, Inc	Rated Power:	600 Horsepower
Operator:	Steggs Flying Service, Inc	Operating Certificate(s) Held:	Agricultural aircraft (137)
Operator Does Business As:	Steggs Flying Service, Inc	Operator Designator Code:	53GG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHEQ, 3731 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	08:55 Local	Direction from Accident Site:	113°
Lowest Cloud Condition:	Scattered / 1400 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	19°C / 13°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Holyoke, CO (HEQ)	Type of Flight Plan Filed:	None
Destination:	Holyoke, CO	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	HOLYOKE HEQ	Runway Surface Type:	Asphalt
Airport Elevation:	3729 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	40.568688,-102.27216

Administrative Information

Investigator In Charge (IIC):	Brown, Zane
Additional Participating Persons:	Phil Potter; FAA FSDO ; Denver , CO
Original Publish Date:	September 28, 2023
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=192378

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](#).