



National Transportation Safety Board Aviation Accident Final Report

Location:	Gonvick, MN	Accident Number:	CHI06LA147
Date & Time:	06/02/2006, 1115 CDT	Registration:	N600T
Aircraft:	Allied Ag Cat Productions G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The aerial application airplane overran the runway into a field during takeoff. According to the Federal Aviation Administration inspector, the pilot stated that he never reduced the throttle in an attempt to abort the takeoff from runway 11 (2,000 feet by 75, grass), which was dry and mowed at the time of the accident. The pilot stated that he thought the engine was not developing full power because it used up the entire runway length in the takeoff attempt. The airplane was powered by a Pratt & Whitney, R-1340-AN1, serial number 31239 engine. No subsequent engine anomalies were reported.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The aborted takeoff not performed by the pilot. A contributing factor is the reported loss of takeoff performance.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: TAKEOFF

Findings

1. (F) AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - REDUCED
2. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF

Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On June 2, 2006, at 1115 central daylight time, an Allied Ag Cat Productions, Inc. G-164A, N600T, operated by Carlson Air Service, impacted terrain during a takeoff on runway 11 at Mathis Airport, Gonvick, Minnesota. The airplane overran the runway and nosed over. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 137 aerial application flight was not operating on a flight plan. The pilot received minor injuries. The local flight was originating at the time of the accident.

According to the Federal Aviation Administration inspector, the pilot stated that he never reduced the throttle in an attempt to abort the takeoff from runway 11 (2,000 feet by 75, grass), which was dry and mowed at the time of the accident. The airplane then overran the runway into a field at the departure end of the runway. The pilot stated that he thought the engine was not developing full power because it used up the entire runway length in the takeoff attempt. The airplane was powered by a Pratt & Whitney, R-1340-AN1, serial number 31239 engine. No subsequent engine anomalies were reported.

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	03/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Allied Ag Cat Productions	Registration:	N600T
Model/Series:	G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	600
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:		Engine Model/Series:	R-1340-AN1
Registered Owner:	Cory Carlson	Rated Power:	550
Operator:	Cory Carlson	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	YLRG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FSE, 1277 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	1055 CDT	Direction from Accident Site:	225°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	26° C / 6° C
Precipitation and Obscuration:			
Departure Point:	Gonvick, MN (MY42)	Type of Flight Plan Filed:	None
Destination:	Gonvick, MN (MY42)	Type of Clearance:	
Departure Time:	1115 CST	Type of Airspace:	

Airport Information

Airport:	Mathis Airport (MY42)	Runway Surface Type:	Grass/turf
Airport Elevation:	1170 ft	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	2000 ft / 65 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	47.863889, -95.526944

Administrative Information

Investigator In Charge (IIC):	Mitchell F Gallo	Report Date:	12/20/2007
Additional Participating Persons:	Rob Rutan; Federal Aviation Administration; Minneapolis, MN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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