



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: November 27, 2017 / December 14, 2017
Person Contacted: Joanna Spiekermeier, FAA Inspector
NTSB Accident Number: CEN18LA039 – Dickinson, North Dakota

Narrative:

The pilot informed Inspector Spiekermeier that he had flown into the truck yard that morning and was departing for Williston at the time of the accident. He noted that he did not feel any hindrance to the airplane during the accident takeoff.

The pilot explained that he taxied to the east of the yard and attempted to position aircraft to use all of the available takeoff area. He checked the fuel quantity which showed about three-quarters full, set the trim for takeoff, extended the wing flaps two notches (one-half full deflection), held the brakes, increased engine power, released the brakes and began rolling. The tail of the airplane came up about 30 knots and he applied full flaps to help get the airplane off the ground sooner. He noted that airplane became airborne and possibly a gust of wind forced the right wing down. He responded by applying full left aileron and rudder to compensate. As he was recovering from the right bank, he retracted the wing flaps from full to one-half, and verified the throttle position. At that time, he felt like he needed to push forward on the stick and that's when the airplane tucked and turned sharply to the right.

Inspector Spiekermeier reported that the truck yard was composed of dirt, and the portion used for the accident takeoff was rough and uneven. The takeoff distance available was about 750 feet. A postaccident examination did not reveal any anomalies consistent with a preimpact failure or malfunction. Flight control continuity was confirmed, which included the wing flap control system. The cockpit flap handle appeared to be in the retracted (up) position at the time of the examination. The flaps were also in the retracted position; however, the exact position of the wing flaps at the time of impact could not be determined.

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