

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN22LA389

RECORD OF CONVERSATION

Carter D. Charles, Pilot

August 24, 2022

Interviewee: Carter D. Charles, Pilot
Date/Time: August 24, 2022 / 0940 CDT
Location: Telephone Call
Investigator: Andrew Todd Fox, NTSB Air Safety Investigator

Mr. Charles and NTSB Investigator Fox discussed the following:

The accident occurred during Mr. Charles' 2nd agricultural flight on the day of the accident (10 AUG 2022). Mr. Charles stated that the airplane operated normally during his 1st agricultural flight of the day.

The accident occurred during a takeoff on runway 13 at Appleton Municipal Airport (AQP). The accident time was about 0930 CDT (1430 UTC).

Mr. Charles stated that he listened to the airport's automated weather station broadcast before taxi and, at that time, the surface wind was from 080° at 8 knots. However, while he taxied to runway 13 the airport's windsock direction was consistent with a surface wind from the north-to-northeast. Before takeoff, he relistened to the airport's automated weather station broadcast, which still reported the surface wind was from 080° at 8 knots. Believing the automated weather station report was accurate, Mr. Charles continued with a takeoff on runway 13.

Mr. Charles stated that the takeoff was conducted with 10° of flaps extended. He recalled that the takeoff roll was longer than normal. He kept the control stick full aft and to the left (into the wind) during the initial takeoff roll. After the airplane accelerated to 60 mph, he pushed the control stick forward to raise the tail, but the airplane suddenly veered left and off the left side of the runway into a drainage ditch. Mr. Charles stated that he was unable to regain directional control with a full right rudder input. During the runway excursion, the right main landing gear separated which resulted in both wings impacting the ground. The airplane came to rest upright.

Mr. Charles stated that he believes a left quartering tailwind may have contributed to his loss of directional control during takeoff. He also opined that the surface wind direction reported by the airport's automated weather station was incorrect, which led him to believe using runway 13 was appropriate for the reported 080° wind direction.

Mr. Charles stated that there were no mechanical failures or anomalies with the airplane that would have prevented normal operation. There were no flight control issues with the airplane. Both wings sustained substantial damage. Mr. Charles was not injured.

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