

## Todd Fox

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**From:** Todd Fox  
**Sent:** Thursday, July 11, 2024 9:32 AM  
**To:** Brown02, William (FAA); Davis, Thomas J (FAA)  
**Cc:** Todd Fox  
**Subject:** RE: AT-301 Accident Statement

**Importance:** High

Inspectors Brown and Davis,

Thank you for forwarding Ms. DePaolo's pilot statement concerning her accident near Andover, Missouri.

Sincerely,  
Andrew Todd Fox  
NTSB, Air Safety Investigator

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**From:** Anna DePaolo [REDACTED]  
**Sent:** Tuesday, July 9, 2024 10:41 AM  
**To:** Brown02, William (FAA) [REDACTED]  
**Subject:** AT-301 Accident Statement

At approximately 10:30AM on Thursday, June 27, I took off from runway 36 at KLWD. This was my 5th load of the day. I was carrying 1700lbs of dry fertilizer and full fuel. I had taken that exact load for the previous 4 loads, and was heading to the same field. Nothing was new or different about this load. Before departure I did my normal run-up procedure that I do before every takeoff. Everything was normal, so I went forward with my normal takeoff procedure. The takeoff and initial climb out was normal. After gaining some altitude and clearing obstacles, I retracted my flaps and pulled my power back to my "working" setting. I turned out to the west and then begun heading south to where my field was located (about 10 miles south of the airport). On my ferry, I began to notice a lack of performance. I was struggling to maintain altitude and airspeed. One I realized this, I looked at all of my gauges and saw no abnormalities. I verified mixture and power settings and they were all correct too. As the sinking and loss of airspeed continued, I went to full throttle propeller in attempt to regain some airspeed and altitude, but the engine seemed to not respond to those inputs and I did not gain any power. At this point I decided to open up my gate and get out as much fertilizer as I could. A patch of woods was straight ahead of me, so I made a shallow turn just to veer just to the east and committed to an open field that was there. On my way in, I did not have enough airspeed or altitude to clear the tree line. I clipped the trees with my left wing, and impacted the field. All engine instruments indicated normal until impact (oil pressure, oil temp, fuel pressure, RPMs, and manifold).