

Michael Hicks
Air Safety Investigator
OAS-WPR

Date: June 14th, 2023

Subject: WPR23LA217

Contact: Pilot-in-command (PIC) Friedrich

The following is a synopsis of the communication as relayed to the NTSB Investigator-in-charge, by the PIC following the airplane accident on June 5th, 2023, near Bakersfield, CA (N6174W). An NTSB Form 6120.1 was provided by the PIC, however, pages 9 and 10 were missing.

June 14th, 2023@1203 pst

While positioned at the loading area, he added about 400 lbs. of product into the hopper, between 30 to 50 gallons of fuel, and positioned the flaps to 2/3rd down. After taxiing into takeoff position on the runway, he applied full power and about 1/3rd down the runway he attempted to rotate. The temperature was about 80° F, and everything seemed normal until about halfway down the runway when the tail didn't want to depart the surface, so he applied full flaps. The airplane ascended about 7-10 ft agl, and he didn't see any cockpit instrument cautions or warnings illuminate, but the airplane descended and settled in a 3-point touch down on the runway surface. There wasn't enough runway remaining and the airplane overran the departure end. He applied full left rudder to create a sideload, to avoid a head-on collision.

All loads that were added onto the airplane that day were identical, and the accident occurred during departure on the 4th load of the day. The engine did not feel like it lost power, and there was no shaking, or vibrating and he didn't have time to hit the dump handle. He could not confirm any cockpit or instrument indications. He asserted that storms and dust devils were present in the area during the departure.

NOTHING FOLLOWS