



NTSB RECORD OF CONVERSATION

Investigator name: Shaun Williams
Title: Senior Aviation Accident Investigator
Region: Central

Date: 9 December, 2019
Person Contacted: Adam Hejny
NTSB Accident Number: CEN20TA031

Narrative:

On December 6, 2019, about 1315 central standard time, a Beechcraft A36 airplane, N408P, sustained substantial damage during an impact with terrain following an aborted takeoff at Kestrel Airpark (1T7), Spring Branch, Texas. Mr. Hejny was acting as pilot-in-command of the accident airplane.

Mr. Hejny stated that the purpose of the flight was to transport the owner's wife and colleagues to a teacher's conference in Ennis, Texas. He had an agreement with the owner that in exchange for flying the airplane for him, Mr. Hejny would be allowed to use the airplane for his personal use and there was no money exchanged for the flying services. At the time of the accident, Mr. Hejny held a private pilot certificate with an instrument rating.

He stated that earlier in the day, he had filled the fuel tanks full and flew the airplane from Ennis to 1T7, about a 1-hour flight. He estimated the fuel burn to be between 15.5 gallons and 16.5 gallons, with the total burn about 17 gallons, which he said left him about 63 gallons for the return (accident) flight with the four passengers.

After boarding the passengers and their cargo, he taxied out and performed an engine run-up. Regarding the weight of the airplane, he stated it "was more of a load than last time." He said he held the brakes, applied full power and then released the brakes. He elected not to utilize flaps due to the crosswind and for fear of "making it worse." As he was traveling down the runway, the airplane would not get lift and the engine sounded normal. He said when he got to rotation speed, the airplane started to shudder. He reduced the power and aborted the takeoff into the grass to try to slow down. When asked if he got airborne, he said he thought he did, but only about 4 to 6ft above the ground.

When asked if he did a weight and balance, he stated that he did complete one on Foreflight. He estimated the empty weight of the airplane to be 2,100lbs. He said that he did not calculate the density altitude prior to departure.



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Regarding the loading of the airplane, he stated that he did not ask the weights of the passengers. He was asked to estimate each passenger and where they sat, along with the cargo positions. He said that the passenger sitting beside him in the right front seat was between 120-130lbs. There was between 40-50lbs of cargo between the front seats and the 2nd row of seats. He estimated the passenger behind him was between 110-120lbs and the passenger seated in the 2nd row behind the co-pilot seat to be about 160 lbs. The final passenger was seated in the 3rd row on the left side of the airplane and he estimated her weight to be between 110 – 120lbs. He stated that there was about 75lbs of cargo in the aft cargo compartment. When asked about the amount of weight, he stated that he did not think the airplane was close to maximum gross weight.

END OF INTERVIEW