

From: [REDACTED]
To: [REDACTED]
Subject: N4216J 9X1
Date: Monday, June 28, 2021 10:07:10 AM

To: Daniel Prince
FAA Aviation Safety Inspector

My name is Bruce Wallis, I own the flight school at 9X1 (Gulf Coast Aero). At roughly 1030 I was on the ramp moving airplanes when N4216J taxied from the hangers to RWY 17 for departure. It was a PA28-140. I was busy talking to an employee and did not hear the runup of the aircraft. I did hear them take off and it had roughly 2000 rpms. This caused me to look up and grabbed my attention. I thought to myself. (Why are they going down the runway with only partial power)? I watched and the aircraft rotated half way down the runway (1800'). N4216J climbed into ground effect and stayed in ground effect. That was when I lost visibility of the aircraft. I did not see the crash nor hear the crash. I went back to moving aircraft. I am 100% sure he only had partial power though on takeoff.

Bruce Wallis
BGI,CFI,MEI,FE,ATP
Owner
Gulf Coast Aero LLC.

Sent from [Mail](#) for Windows 10

From: [REDACTED]
To: [REDACTED]
Subject: N4216J Accident
Date: Friday, June 25, 2021 3:36:52 PM

I witnessed N4216J perform a runup on the taxiway short of RWY 17 at 9X1 around 10:10 AM on the accident day of June 25, 2021. The aircraft got my attention when the pilot was doing his runup. Apparently when he was doing his mag check the engine ran rough. He would go back to both mags and it sounded ok until he did his mag check again when it would again run rough. He did this several times before he entered onto the runway.

When he entered onto RWY 17 I noticed his flaps were down far enough that I could see them in that position. They may have been down only 10 degrees. I really can't say if they were down more than that but I don't believe they were extended all the way. As the plane began to move the throttle was moved forward in what appeared to be nonaggressive power with the aircraft moving slowly down the runway. I thought he might be taking the aircraft to the fuel ramp area to check the plugs, but he continued past the taxiway that intersects with the ramp and runway.

I watched the aircraft proceed further down the runway, but the plane was not at full power, so again I thought the pilot was simply trying to clear the mags. The aircraft appeared to be airborne at midfield or possibly beyond midfield. I continued to watch the aircraft after it became airborne and I thought surely he would abort and land straight ahead and yes it would probably land beyond the end of the runway, but there are no obstacles to prevent the aircraft making an emergency landing straight ahead in that area.

The aircraft continued to climb slowly, but from my vantage point, here in the office, I did not believe he would clear the trees on the southend of the airport property. About that time I watched the aircraft make a right hand standard rate turn to the west. The aircraft disappeared from my view into the cleared area where the aircraft crash landed. I called 911 and reported the aircraft was down.

I drove from the airport to the crash site, south Holly Street, near North Houston Airport where I observed two occupants walking outside the aircraft and I waited on site until emergency personnel arrived at which time I returned to North Houston Airport to begin notifying the airport owners of the accident. I reviewed our fuel sales report and I did not find any fuel purchases made by N4216J. I did not observe this aircraft stopping at our fuel pump this morning before I saw him do his runup.

William Harkness
Airport Manager
North Houston Airport
[REDACTED] Cell