



## **RECORD OF PHONE CONVERSATION**

**Eric M. Gutierrez**  
**Aviation Accident Investigator**  
**General Aviation Accident Division**

---

**Date: May 31, 2019**  
**Person Contacted: Mr. Robert Hinkle (Pilot)**  
**NTSB Accident Number: GAA19CA281**

---

### **Narrative:**

The following is a synopsis of the information provided by Mr. Hinkle in telephone conversation.

Mr. Hinkle stated that on May 3, 2019, he and 4 passengers departed KEUL to a private airfield near NV31. Upon reaching the area, one of the passengers visually identified the airfield. He overflew the airfield from east to west and landed to the north on a heading about 340. The landing was uneventful until about the end of the airfield. He could see the runway was soft dirt and the airplane was sinking in. He throttled up the right engine and did a 180 degree turn prior to getting stuck. After some of the passengers departed, he and one of the passengers, who is pilot rated, walked the runway. At the time, he determined there was approx. 5,000 feet of usable runway and estimated he needed 3,800 feet. The density altitude was about 8,000 feet and the field elevation was about 5,000 feet.

He also asked a water truck driver to check his odometer as he watered the runway. The water truck driver said it was about a mile. However, his tone seemed a little like he forgot to look at his odometer. He determined that taking off to the south was the best option. The winds were light and variable at less than 5 knots.

Earlier he had told the pilot-rated passenger that he would do the flight from KEUL to the airfield and the passenger could fly back. After landing and looking at the airfield, he told the passenger that he would be unable to take off because it was not a good training scenario. The pilot decided he would fly the return trip.

He had briefed the passenger to call out airspeeds and at 50 knots to add 15 degrees of flaps. At the abort point, the airplane started to lift off the ground, but he could

still feel the effects of soft patches of dirt. He was trying to get the airplane into the air just before the end of the runway. The stall horn was sounding, and the airplane was not going higher than ground effect. He lowered the nose a little trying to get more speed and then the gear impacted the berm.

After getting back home he used Google Earth and mapped the airfield. He determined that he only had about 3,500 ft of runway and estimated he needed 3,800 feet with the density altitude and soft runway.

The purpose of the flight was for several reasons: to exercise the airplane because it was for sale and flies infrequently, to give the pilot-rated passenger dual multi time, and the passengers were going to share expenses for the operation of the airplane.

According to the pilot there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

Total time: approx. 19,000

Make and Model: approx. 150