



## RECORD OF CONVERSATION

**Todd Gunther**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: May 23, 2013**  
**Person Contacted: Charles Taylor (Pilot)**  
**NTSB Accident Number: ERA13LA252**

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Mr. Taylor was interviewed over the telephone.

According to Mr. Taylor, on the day of the accident he and his passengers were going to fly from PDK to VNC and then on to his final destination of EYW.

Prior to takeoff from PDK, he did a run-up and everything seemed fine. He then got out onto the runway, and there was a crosswind/ quartering tailwind. During the takeoff, the airplane did not feel right to him and he thought it could have been the engine or windshear. He then reduced power and then "I put the plane down."

He advised that, the takeoff roll had been slower than normal which concerned him but, he continued the takeoff roll. He did a cross check of his instruments at 50 knots, and he did not feel the engine was putting out enough power, but he still continued the takeoff. However, the stall warning horn began to annunciate. He then pulled back the power and tried to land. The airplane then entered a stall, struck the runway, and the landing gear collapsed.

He also advised that at the time he had 5 individuals onboard including himself. When asked about their weights he advised that the two front seat occupants each weighed "185 pounds each," the adult in the middle row was 120 pounds, and the two other occupants were "115 pounds each."

He further advised that he had 100 pounds of baggage onboard and 76 gallons (456 pounds) of fuel on board.



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**Date: July 3, 2013**  
**Person Contacted: Jacob W. Roenbaugh (Pilot of N840V)**  
**NTSB Accident Number: ERA13LA252**

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Mr. Roenbaugh was interviewed over the telephone.

According to Mr. Roenbaugh, he had been cleared to land on Runway 3R when the accident occurred. The controller in the tower then asked him if he could instead land on Runway 3L.

He was flying an Aero Commander 690C, and since Runway 2L was shorter, sloped downhill, and he had a quartering tailwind, he asked his copilot to call his airspeed out on final approach for the runway.

He advised that they experienced 10 to 15 knot changes in airspeed due to the gusty conditions.

He advised the control tower of the gusty conditions and also of the light turbulence they experienced.

He advised that it was a warm day, and everyone was probably experiencing the same conditions in the area.