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**Subject:** NTSB# ERA23LA121, Airport Surveillance Video Timeline Summary

The following record contains a summary of what was observed from surveillance video at Hartford-Brainard Airport (HFD). The time provided is based upon the timestamp in the surveillance video. The time is local (Local EST, HH:MM:SS).

Local Time	Summary Description
1518	The pilot walked around the airplane which had been pulled from the nearby hangar. The pilot was not observed to have opened the wing fuel filler caps.
1523	The engine is started.
1528	The taxi begins to runway 20.
1532	The airplane enters runway 20.
1532:41	The takeoff roll starts.
1533	The airplane accelerates on runway 20. The airplane’s pitch does not change throughout the takeoff roll and eventually a deceleration is observed, and the airplane exits runway 20. The windsock located to the right of runway 20 indicated that a gusting crosswind, from the west (from the right), was present throughout the takeoff roll.
1535	The airplane returned to the ramp area in which the taxi started from. The airplane stops momentarily and then completes a right 360° taxiing turn.
1538	The airplane momentarily stops and then begins a taxi to runway 20 again.
1541	The airplane entered runway 20 and rolled forward slowly for several seconds.
1541:57	The airplane accelerates and begins the takeoff roll.
1542:16	The airplane’s pitch increases, and the nose rises off the runway and a left roll is immediately observed. The rotation occurs near the 1,000 ft runway markings.
1542:19	The airplane remained in ground effect and returned to wings level for about one second.
1542:21	The airplane returns to the left roll to about a 90° bank angle and a left turn away from the runway heading develops.

1542:23	The airplane continued a left bank near a 90° angle, the left turn continued, with airplane nearing a 180° turn from the original runway heading. The left wing impacted terrain first in the 90° left roll. The nose then impacts terrain, and an explosion and fire are immediately seen. The windssock observed throughout the takeoff roll was similar to what was observed during the pilot's first takeoff attempt. A gusting crosswind was present from the right (west), and for brief moments the windssock was stretched nearly paralleling the ground.
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