



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Danbury, Connecticut	Accident Number:	ERA26LA229
Date & Time:	June 4, 2026, 10:18 Local	Registration:	N726EA
Aircraft:	HAWKER BEECHCRAFT CORP G36	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot planned to conduct a post-maintenance test flight in the vicinity of the departure airport. The pilot initially reported that the takeoff seemed normal at first, but as it progressed it began to feel “sluggish.” When the airplane was about half to three-quarters of the way down the runway, he observed an indicated airspeed of 62 knots, and became concerned the airplane was not performing correctly. He elected to abort the takeoff, retarded the throttle and applied brakes. The airplane continued past the end of the runway, veered into grass, and impacted a perimeter fence, which resulted in substantial damage to the airplane’s left wing.

A review of recovered data recorded by the onboard avionics showed that the airplane accelerated to an indicated airspeed of 85 knots before it began decelerating. The pilot, after reviewing the recorded avionics data, acknowledged that the engine developed full rated power throughout the takeoff roll, and that the airplane accelerated normally prior to the abort decision. He also reported that there was no glare that would have impacted his ability to observe the primary flight display’s airspeed indicator.

The pilot also stated that there were no preimpact mechanical malfunctions or failures of the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's decision to abort the takeoff with insufficient runway remaining, which resulted in a runway excursion.

Findings

Personnel issues	Unnecessary action - Pilot
Personnel issues	Identification/recognition - Pilot
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Takeoff	Attempted remediation/recovery
Takeoff-rejected takeoff	Runway excursion (Defining event)

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	January 4, 2025
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 21, 2026
Flight Time:	972 hours (Total, all aircraft), 450 hours (Total, this make and model), 734.4 hours (Pilot In Command, all aircraft), 0.1 hours (Last 90 days, all aircraft), 0.1 hours (Last 30 days, all aircraft), 0.1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HAWKER BEECHCRAFT CORP	Registration:	N726EA
Model/Series:	G36	Aircraft Category:	Airplane
Year of Manufacture:	2010	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	E-3943
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 5, 2026 Annual	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	462.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO 550 B39B
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DXR,453 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	307°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	24°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Danbury , CT (DXR)	Type of Flight Plan Filed:	None
Destination:	Danbury , CT (DXR)	Type of Clearance:	VFR
Departure Time:	10:17 Local	Type of Airspace:	Class D

Airport Information

Airport:	DANBURY MUNI DXR	Runway Surface Type:	Asphalt
Airport Elevation:	456 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3135 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.376605,-73.483334(est)

Administrative Information

Investigator In Charge (IIC): Coe, Justin

Additional Participating Persons: William Midwood; FAA/FSDO; Bradley

Original Publish Date: August 20, 2026

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=203127>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).