

Richard Brandt Interview
HNL FSDO 12/15/2023
Andrew Rasmussen Notes

Present:

ASI (AW) Andrew Rasmussen
ASI (Ops) Michelangelo Ancheta
Pilot Richard Brandt

All training under 61
Mike reviewed logbooks
First check ride 10/9, ~4 flights retraining,

Bill went out to plane during preflight
Fuel full (25/25 gal)
Checks metal piece by rudders
Canopy- no bugs
Fuel visual quantity check (no tool)- looked like it normally does
Bill checked tanks visually too
Engine start- check engine instruments/annunciator/voltage, throttle to 1000, radio master, weather, clearance (VFR), setup for VOR/DME 4R JRF-
First practice didn't do unusual attitudes, so wanted to start with the NW practice area, then talk HCF to get VFR Clearance for approaches
Not under hood yet
While setting up to climb from 1500 to 3k (JFR said maintain 1500 or below), got frequency change approved
Who's PIC (he said he is, briefed)
Throttle forward, starting hearing a pop followed by rough engine, airplane vibrating, pulled throttle back to where it was, immediately turned left SE to JRF (Bill immediately said turn back), (power had been 21/2400)
Check mixture/prop/throttle/fuel selector, engine instruments
 Throttle about 3/4 forward
 Mixture full forward
 Prop full forward
 Fuel selector "I believe at right tank"
 (check runup- pump on, switch and watch fuel gauge) fuel selector has detents you can feel
 To off position "I believe you twist 180 "
 Instruments "I believe still in green zone" oil pressure, fuel flow
Didn't know if power loss yet, making way back into delta, noticed starting to lose altitude, airplane wasn't pitched down (pitched for straight and level), Bill instructed to "full throttle", plane didn't react, no additional thrust, felt and sounded like still had some power
Runup box mag check- RPM 2k, switch B to L notice drop, about 100 RPM, maybe 1890 (limit dif 50, max 130), after left back to both and 2000, then to right, was 90-100 drop, engine smooth during mag drops, after mag back to both and 2000, then alternator, fuel pump, throttle to idle stop, make sure it's still running, gauges green, then back to 1000

Felt like a normal takeoff(on left fuel selector), takeoff fuel pump is on, at 500 ft turn off fuel pump (would turn on during fuel tank changes)

Fuel flow/fuel level gauges, EGT all 4 shown, believe CHT, doesn't recall if single or separate gauge, changes colors 1000

Contact JRF, emergency call, bill called (previously had switch from practice to JRF), canopy clear, VFR, could make out runway 11, tower reply not certain, believe clearance to land

Airspeed while bill called emergency and Richard was lining up, don't recall

Once realized wasn't going to make runway, Bill took controls, there was a positive change of controls

Both scanning, straight ahead and 45 each direction was buildings and brush, about 500 ft AGL notice open dirt (doesn't remember who pointed out), Bill determined to turn that way (essentially as soon as he saw the field)

Bill hand flew down from that point

Touch down, not hard, didn't float, doesn't believe bounced, "I didn't touch flaps", don't remember what bill did

Prop was still turning, then went into hill, prop was turning when hit berm, thinks plane slid up berm

Plane came to a stop, he opened hatch, got out, held canopy open (canopy was still clear up until impact) at that point construction workers came in, they mentioned they called EMS, bill couldn't get out, "I undid his seatbelt for him" stayed until EMS got him out. EMS arrived between 5-10 minutes, probably closer to 10, 7 maybe

Workers came and were talking to bill. Did not move anything in plane after getting out.

Fuel leaking, fire kept people away, leaking from right wing root, no fuel from left wing, something leaking from under engine, not sure oil or fuel, don't remember color

After owner of the plane came- I don't believe he did anything while I was there

After I was seen by EMS, owner came and mechanics, rode back to school with mechanics

Headset each, book bag, iPad and phone- phone for approach plate, iPad stationary (foreflight), stored in cubby to left. Left at end with bag, don't remember who got it out of aircraft

Stick and rudder unaffected

Switched fuel tank after climb, make sure no more than 8 gal difference, change before H2 interchange (went left to right), Richard made change

He called school, didn't know if bill did, saw bill on phone while still in plane but don't know who

Owner came separate from mechanics, within an hour, mechanics 15 minutes after owner (George)

EMS left before George arrived, EMS and police still there, fire focused on fuel

When he left with mechanics, was just George there, fire EMS and police had left

Briefly talked to George, still in some shock, George was trying to comfort

Did not take any pictures

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Pilot Bill Padgett

He did preflight, I act like I'm not doing anything, checked annual/100 hr., thinks next annual close, no recent write ups, walk around check fuel both tanks full and watch preflight

Heading indicator in G1000 took a while to load but did in the end

Runup- switch tanks don't remember CAS Message, had ran on both tanks by then

Red hill departure normal

West transition JRF 1500 ft, just short of powerplant, started with check ride, told to get foggies out, then airplane shuttered about 2 seconds, then back to smooth, looked at each other, started vibrating, said go to IFR, looked had 1700 rpm, pushed prop up no response, vibration still there, bill took airplane aimed for 11, with engine producing some power like it was looked like he was going to make it, radio declare landing 11 and cleared, RPM drops and sink rate increase, only see warehouses, looked L & R, saw construction sight, fuck to short but only place, rolled to left past tractor, hit ground when rolled wings level, no flare, no floating. Richard didn't say or do anything. Vibration quit when engine stopped producing power (last he saw below 1200), coming up to embankment tried to turn behind equipment Canopy came open when hit embankment, Richard hops out, think he threw up. Bill couldn't reach seatbelt to Richard got it, tried to push up and got severe neck/back pain. Construction showed up helped clean skin on arm

When Richard got belt, you told to secure airplane, and he did something but not sure what

Landed no flaps, no time to troubleshoot, didn't notice any other engine gauges, made a last transition not going to make it, fire got there quick

Didn't feel like vibration does when it runs out of fuel

Nothing abnormal with flight controls

After landing, Richard was wondering, maybe EMS there within minutes, fire first, then EMS

Fuel leaking from right wing root

Told neck and back hurt, EMS put collar, backboard from pilot side, turn in seat and then lifted onto backboard

Didn't lose consciousness

Took 3-5 minutes to get out

Bill called friend (driver from today) didn't call George (only phone call was to friend Chantal)

George tried calling 15-20 times on way to hospital, never saw George on the site

CAS message maybe every 30 min, not sure if by time or gal (check AFM)

Don't remember tanks getting switched in air or not, or CAS message

Prop hit ground and stopped-

Canopy will stay up unless there's wind (gas struts)

Been doing everything from ppl/inst/comm in DA40

