

Memorandum of Voicemail

Date: 21 December 2018

Time: 1930 central standard time

Voicemail From: Leroy E. Brandt; Pilot

Conversation Regarding: CEN19LA045, N393SX

Duration of Voicemail: 4 Minutes 54 Seconds



Summary & Factual Information from Voicemail:

Mr. Brandt stated that he was going to be admitted to a rehabilitation facility located on the eastside of Madison, Wisconsin, where he expects to complete 3 hours of physical therapy each day until he is released.

Mr. Brandt confirmed that he received the NTSB form 6120.1 and would complete the form when he is able.

Mr. Brandt stated that the cause of the accident was “pretty straight forward” and that he simply “did not see the tree” while on final approach to runway 9. Mr. Brandt stated that he became overly fixated with maintaining proper airspeed during final approach, which allowed the airplane to drift north of the final approach course and into the tree.

Mr. Brandt stated that the land owner had trimmed the deciduous trees along the final approach earlier in the spring; however, the tree that the airplane hit, possibly a box elder, likely grew tremendously because there had been excessive moisture in the area during the past year.

Mr. Brandt recalled that his turn from downwind leg to base leg was normal; however, the airplane's airspeed increased slightly while on base leg. Mr. Brandt stated that his final approach was from 1,600 ft msl and began about ½ mile from the airport. The airport elevation is 844 ft msl. Mr. Brandt recalled that he reduced airspeed while on final approach to runway 9. The turn to final approach was completed about ½ mile from runway. The airplane collided with the tree about 50-60 ft above the ground at 63 mph. After colliding with the tree, the airplane spun around about 360°. Mr. Brandt noted that all of the airplane flight control surfaces had collided with tree limbs. Mr. Brandt recalled that the airplane descended nose down about 60° after the collision with the tree. The airplane did not bounce upon impact with the ground. An individual responded almost immediately to the accident site. The individual removed the canopy and rendered assistance to Mr. Brandt. Mr. Brandt noted that he was wearing his shoulder harness during the accident. His sternum fractured during impact. He also suffered numerous bruises. Mr. Brandt stated that the shoulder harness prevented a more serious injury to his head and face.

--- End of voicemail summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 28 January 2019 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator