



MEMORANDUM

To: Carolyn Miller, City Manager
Cary Bovey, City Attorney
Stephanie Doland, Director of Development Services

From: Jim Halley, Interim Airport Manager

Subject: Aircraft Incident on Sunday, December 1, 2024

Date: December 2, 2024

On Sunday, December 1, 2024, at 3:35 p.m. local (all time references in this report are local), I received a call from Brenham Municipal Airport (11R) tenant Kelly Strader who was working as a volunteer at the Chappell Hill Fire Department. He received notification that an aircraft had been involved in an incident north of 11R near Hopmann Road. He advised that local emergency responders had been notified and were on scene and that there were no injuries. I drove out to the airport and arrived there at 3:45 p.m. Emergency responders from Brenham Fire Department, Washington County Sheriff's Office, and Texas Department of Public Safety (DPS) were on scene. DPS Trooper Brian Fratus appeared to be the on-scene Incident Commander.

I spoke with the occupants (the pilot, Edrick Steer, [REDACTED] and the passenger, Glen Nentwig, [REDACTED]) of the aircraft (N6242L, a 1972 Grumman American AA-1B registered with the FAA to James Robert Shawn, [REDACTED] Pattison, TX [REDACTED]) and they said that they had come to 11R from Sport Flyers (27XS), a privately owned, private use field in Waller County, TX. They landed at 11R at 1:29 p.m., relaxed in the terminal, fueled at the City-owned AvGas self-serve tank from 2:13-2:23 p.m., and departed 11R on Runway 34 at 2:38 p.m. The pilot advised that, upon departure, they began losing power at around 500' above ground and decided to land the aircraft in the open fields north of the airport. The pilot advised that they touched down in a field just short of a depression, went down the depression and then back up the far side and, at some point, the aircraft's nose wheel dislodged from the aircraft and the aircraft slid to a halt with its nose in the ground. There were no injuries to either occupant. At 4:01 p.m. I called the FAA's Houston Flight Standards District Office (FSDO) but nobody answered. I then called the FAA's Southwest Regional Operations Center to report the incident. I spoke with FSDO Front Line Manager Doug Idema, [REDACTED] and advised him of the incident. I then put him on speaker phone with the pilot. The pilot advised Mr. Idema that they departed Runway 34 and, at around 500' above ground level, they began to lose power, though there was never a total loss of power. The pilot noted that, due to their altitude, they decided to land the aircraft in the field north of the airport. Mr. Idema advised that FAA Investigator Jonathan Patras would contact the pilot and perhaps the City for follow up. Mr. Idema advised Mr. Steer that they could have the

aircraft removed but not to touch the engine. Mr. Idema advised me to inspect our fuel since the aircraft had just fueled at 11R but that we didn't need to shut our fuel system down. David Kappelmann completed checking the fuel at approximately 7:35 p.m. and filed the attached report with Titan (our branded fuel provider). There was nothing found to be wrong with our fuel based on David's inspection. Oscar Stout, an aircraft recovery specialist, [REDACTED], was also on scene and he and Mr. Nentwig had spoken to the landowner's representative, Josh Urbanosky, [REDACTED]. Based on the Washington County Property Appraiser's website, the property where the aircraft landed is Property ID [REDACTED] address "Hopmann Road" (with no street number), listed as "Multiple Owners", and a legal description of "[REDACTED]".

After leaving the scene at approximately 4:45 p.m., I went to the airport and conducted an airfield inspection between 4:52 and 4:59 p.m. No discrepancies were noted during the inspection and the inspection report is attached.

FAA Aviation Safety Inspector Steve Horacek, [REDACTED] (office)/[REDACTED] (cell), [REDACTED], is assigned to this incident.

DPS Trooper Fratus filed report TX2024-1767056 which he will send to me once it has been approved. Washington County EMS filed report CFS24-101006.

The following pictures were taken at the disabled aircraft. There is also an image showing the approximate location of where the disabled aircraft was.