

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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SMALL PLANE CRASH *

HEMET-RYAN AIRPORT * Accident No.: WPR19FA161

JUNE 8, 2019 *

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Interview of: DAVID HART
WitnessSunday,
June 9, 2019

APPEARANCES:

STEPHEN STEIN, Air Safety Investigator
National Transportation Safety Board

RODERICK EALY, Aviation Accident Investigator
Federal Aviation Administration

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I N T E R V I E W

MR. STEIN: This is Stephen Stein with the National Transportation Safety Board. In the room I have -- actually, you know what? I'll have you guys spell out your names.

Rod, go ahead and -- name and affiliation.

MR. EALY: Roderick Ealy with the FAA, R-O-D-E-R-I-C-K, E-A-L-Y.

MR. STEIN: Thank you.

Dave?

MR. HART: David Hart, just a casual friend of Loren. And it's, D-A-V-I-D, H-A-R-T.

MR. STEIN: Excellent. And you guys both are okay being recorded?

MR. EALY: Yes.

MR. HART: Yeah.

MR. STEIN: Okay. Do you go by Dave or David?

MR. HART: Dave's fine.

MR. STEIN: Dave's fine? Okay. All right.

INTERVIEW OF DAVID HART

BY MR. STEIN:

Q. All right. Dave, give me a little bit of background first. Let's just talk about what your affiliation with Loren was, how you knew him, how long you've known him.

A. So I met Loren through Tom. I met Tom at Oshkosh one year. I'm building a Glasair, Tom was doing Glasairs, and we kind of

1 bumped into each other at Oshkosh. So after that -- that was in
2 like 2013 -- I came up to look at one of the projects he was
3 working on, and that's when I met Loren.

4 So, and I had met him, you know, about the same time, 2013,
5 in the fall of 2013. Since that time, I'd seen him occasionally.
6 You know, I'd come up and have breakfast at the café, and
7 sometimes he'd be there. So he came down to French Valley once or
8 twice and we had lunch, you know, and he'd come over and look at
9 my plane that I was working on. So I know when he started doing
10 the AirCam project a couple years, like 2 years ago, I think he
11 started that, I'd come by periodically and just kind of check on
12 it.

13 So yesterday when I came up, I just came up to have
14 breakfast, and met with Tom. And I didn't know he was going to do
15 the first flight. I just happened to be here to pick up some
16 parts that Tom had for me. And so I decided, oh, I'll hang around
17 and watch the flight. And talked to Loren a little bit. He
18 seemed in good spirits.

19 He -- I think it -- he seemed to me, like it was -- he -- I
20 think he knew he was going to do the flight that day because he'd,
21 I think he'd invited some -- a friend of his to come from
22 wherever. But I don't think -- I mean, I didn't know, and I don't
23 know -- I don't even know if Tom knew, because Tom didn't mention
24 it to me at breakfast; we were having coffee, and he didn't say,
25 hey, Loren's doing the first flight today. So I think, you know,

1 I think that maybe that was something he was just kind of keeping
2 to himself.

3 And then we came -- I came back over after coffee, and came
4 over here. And I was looking at Tom's project and we were
5 talking. And Loren said, well, I'm going to, I'm going to do the
6 flight today. And so I was just like, oh okay. You know, he told
7 Tom. And so they pulled the plane out and then he got in, and
8 that's when I started taking pictures.

9 And that was it. He fired it up and, you know, sumped the
10 fuel. I didn't notice him, you know, do a, like a walk-around, a
11 preflight while I was here. He might have done that while I was
12 at the café or something, you know, ahead of time. But he
13 definitely sumped all the fuel tanks, and then climbed in, he
14 strapped in, and off he went.

15 Q. You didn't see any sort of preflight inspection?

16 A. Other than the fuel --

17 Q. The sumping?

18 A. -- sump, I -- that's all I observed. You know, he could have
19 done something prior, but --

20 Q. Sure. Of course. Of course.

21 A. Yeah.

22 Q. Okay. Keep going. Just go ahead and you can roll right into
23 the story.

24 A. Okay. So, yeah. So we drove down to the end of the runway
25 and, you know, followed him out. Took some, a little video of

1 him. We were driving behind him. Everything went normal. And he
2 taxied out, and was kind of holding short there for landing
3 traffic. And after one Cessna in the pattern had landed, and then
4 he taxied out and started his takeoff roll. And he lifted off
5 probably in -- you know, from the video, it looked like about 150,
6 200 feet of roll. And got in the air and, you know, the -- you
7 know, the wing gave out.

8 So we, you know, we -- you know, it was, -- you know, we all
9 are running over there. And, you know, there was a little bit of
10 fuel on the runway. It didn't look like it was going to catch on
11 fire, so nobody thought -- you know, we didn't think it would be
12 best to move him. They called 9-1-1. And it took about, it
13 seemed like 10 minutes for paramedics to get here.

14 But once they arrived, they cut the straps loose, and the
15 firemen lifted up the front of the plane and they dragged him out.
16 And he was unconscious the whole time. I don't -- I mean, I
17 didn't -- I don't believe he was conscious. He was breathing
18 definitely, you know. And then after they pulled him out, he
19 started to code and they were doing chest compressions on him.

20 Q. Oh, right after they pulled him out?

21 A. Well, within about 5 minutes. They had him out. They had
22 him laid out; they were putting him on the gurney. And then they
23 -- and he started to code and then one of the paramedics was doing
24 chest compressions.

25 Q. Got you.

1 A. So -- then they got him in the ambulance and off they went.
2 And I didn't go to the hospital. I -- but I found out like, you
3 know, within a half hour that he had passed away.

4 It looked like he'd had a, you know, a pretty substantial
5 head injury. I mean, that plane was -- so I was sitting there
6 with Tom. He was -- you know, that plane, you're sitting up on
7 top of that thing; you're totally exposed. You know, I was
8 thinking, man, if that thing even noses over, like he hits the
9 brakes hard and goes up on its nose, you know, you're like, you're
10 like -- the first thing that's going to hit the ground is your
11 head. And so I said, he's not going to wear a crash helmet? You
12 know, I mean, I think I'd wear a helmet, you know, on that thing.
13 But I -- you know, he had his hat on and his headsets over his
14 hat. So it, you know -- I mean, everything looked -- I mean, you
15 know, they did a nice job on the plane. It looked good.

16 I believe the DAR, you know -- or they had it signed off,
17 like, recently, last week or so, 2 weeks -- maybe 2 weeks ago.
18 The weather's been kind of crap the last couple weeks here. You
19 know, it's been low clouds. So he's probably been waiting for a
20 good day to do the flight.

21 Q. Yeah that makes sense.

22 A. Yeah.

23 Q. That does make sense. Did he do any taxi tests? Taxi tests
24 or run-ups or anything like that to your knowledge?

25 A. On the day of the flight?

1 Q. Yeah.

2 A. Not that I'm aware of. Like I said, when I got over here
3 after the -- after having coffee, they were pulling it out of the
4 hangar. See, they pulled it out of the hangar at that time.

5 So I know he'd done taxi tests prior. You know, I mean, this
6 was like going back, you know, a couple months ago when they got
7 the engines mounted. I know he -- they fired it up and he taxied
8 it around a little bit.

9 I think I was here one day they had a -- they just started --
10 they had it running, but I didn't see him taxiing it that day.
11 But they just got the engines fired up. But the day of the --
12 yesterday, the day of the accident, the only taxiing I saw was
13 from here to the end of the runway.

14 Q. Okay. Sorry. I'm looking at that picture of that J3 Cub.
15 It's so cool.

16 A. I think that was Loren's -- I think that was Loren's plane.

17 Q. Oh, that makes you --

18 A. He had one of those for a while, yeah.

19 Q. Lucky guy.

20 A. Yeah.

21 Q. Okay. It's a total distraction. I should put that away,
22 just, you know, turn it around here.

23 Okay. So it's possible -- unlikely that he did a taxi test
24 before. I can ask Tom, too.

25 A. Yeah. I think Tom would, Tom would know. If he did

1 anything, they -- and he might have done something that morning.

2 They might've -- he might have taxied it that morning.

3 Q. Got it.

4 A. I would think with any, you know, moderate, you know, taxi
5 test, that wing would have developed enough lift to kind of pull
6 that thing loose, you know? Maybe. I mean, if he was doing a
7 high speed.

8 Q. Well, I heard a rumor that he taxied it, came back, adjusted
9 a spring --

10 A. Oh.

11 Q. -- maybe in a rudder, and then -- and then it worked fine.
12 And then he taxied it again, it worked fine, and then the accident
13 flight happened.

14 A. Okay.

15 Q. But since it was back in his hangar --

16 A. Yeah, it was definitely in the hangar when I got here, which
17 is --

18 Q. Which he must have been making the adjustment maybe.

19 A. Could be.

20 Q. This is all theoretical.

21 A. Yeah.

22 Q. And I shouldn't be hypothesizing.

23 A. Yeah.

24 Q. Yeah. Okay. All right. No, that's good to know. Okay.

25 And -- so he started to crash before he even got loaded in the

1 ambulance. That's interesting.

2 A. Well, I think -- I mean, they were doing chest compressions
3 before -- when they were, like as they were -- he started to code.
4 And I just heard, I heard the paramedic say he's coding, and they
5 started doing chest compressions. And then next thing I heard, he
6 passed away, and that was maybe a half hour later.

7 Q. Yeah. Because they pronounced him at the hospital, right?

8 A. That's -- I know Tom and a couple other folks, Dave, they
9 went to the hospital, and I just went back to French Valley. And
10 then one of the gals sent me a -- her name's Gail; she sent me a
11 text, said he didn't make it.

12 Q. Okay. Did you have any interaction with this -- with the
13 AirCam when it was being constructed?

14 A. No, no. I mean, I looked at it and was like --

15 MR. EALY: How many times have -- had you seen it? I would
16 imagine it was being built over a 2-year period, right? Roughly.

17 MR. HART: Yeah. I think it was roughly, yeah, at least 18
18 months to 2 years. I know Loren and -- went down to the factory
19 in Florida, and did like --

20 MR. STEIN: Sebring?

21 MR. HART: -- 3 days of, you know, flight training. I mean,
22 I had lunch with him and Tom at French Valley one day, and he was
23 telling us about the, you know, the experience, you know, going
24 down there and flying it and everything. He was real pumped up
25 about it.

1 BY MR. EALY:

2 Q. The reason I'm asking, if for over 2 years and how many times
3 you've seen it, did you ever see the -- you saw the progress of
4 him build it.

5 A. Yeah.

6 Q. Did you ever see items that were removed again in place of
7 missteps? You know what I mean?

8 A. No. No, I never noticed.

9 Q. Once the engines went on, they stayed on?

10 A. Yeah, yeah. And it was pretty, you know -- I mean, in these
11 kind of projects, you put it on and fit it, then you take it off
12 and paint it, then you put it back on. You know, I mean, it's --
13 so I'm sure stuff came on and off quite a bit. I didn't, you
14 know, come one day and engines were on, and then the next week I
15 came and the engines were off. I never saw that.

16 MR. STEIN: Okay.

17 MR. HART: But I know, you know, I mean, there's a lot of,
18 you know, fitting and, you know, taking stuff on and off to paint,
19 and, you know, adjust and align and stuff, so -- but, I mean, you
20 know, he -- I don't know, I mean, like I said, you guys, you know,
21 the -- I don't know if he had a quick-build. I don't know, even
22 know if they had a quick-build for this one, where, you know, he
23 gets -- a lot of the structure is already done as part of the kit.
24 So I don't know what kind of version of the kit he got or anything
25 like that.

1 BY MR. STEIN:

2 Q. Where -- this is the airport map, and here's where we are
3 right now. Where did you guys watch this from?

4 A. They were right there. Right there. So we taxied -- that
5 video I was taking --

6 Q. Yeah.

7 A. So he's here. We came down here, taxied down this taxiway,
8 and so the video was taken right here on the taxiway. I went in
9 behind him.

10 Q. Got it. Yeah.

11 A. And then we pulled over and were watching right here.

12 Q. Got it. Okay. All right.

13 MR. STEIN: So Witness 2. Sorry. I wish you could be
14 Witness 1, man, but Dave Royster beat you to it. Witness 2 is
15 cool too. It's a good title. I like that.

16 All right. Let's see. David Hart, Witness 2. The
17 (indiscernible). Oh, this is still going? Okay.

18 Do you have any questions for Mr. Hart?

19 I don't have any more questions for you. Do you have
20 anything you want to talk about with me?

21 (Whereupon, the interview was concluded.)
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SMALL PLANE CRASH
 AT HEMET-RYAN AIRPORT
 JUNE 8, 2019
 Interview of David Hart

ACCIDENT NO.: WPR19FA161

PLACE:

DATE: June 9, 2019

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Christy Wilson
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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SMALL PLANE CRASH *

HEMET-RYAN AIRPORT * Accident No.: WPR19FA161

JUNE 8, 2019 *

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Interview of: DAVID ROYSTER
Witness

Sunday,
June 9, 2019

APPEARANCES:

STEPHEN STEIN, Air Safety Investigator
National Transportation Safety Board

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I N T E R V I E W

(11:41 a.m.)

MR. STEIN: The date is June 9th, 2019, 11:41 a.m. Pacific Time. Stephen Stein with the National Transportation Safety Board. I'm here with Mr. David Royster.

David, do you consent to be recorded?

MR. ROYSTER: I do consent to being recorded.

MR. STEIN: Thank you, sir. Okay. So, do you go by Dave or David?

MR. ROYSTER: Either one. Dave's fine.

MR. STEIN: Dave's fine? Okay.

INTERVIEW OF DAVID ROYSTER

BY MR. STEIN:

Q. So, Dave, before we get into the obvious stuff, let's talk a little bit of background, and how you know the pilot, affiliation, how long you guys have been friends for, or just acquaintances, and a little bit of background about yourself.

A. Yeah. So my acquaintance with Loren is actually through Tom. And I probably known Loren for 25, 30 years. If I'm not exact -- because time slips by, I'm not keeping track, but certainly a long time, 25 years plus. And I've always been a friend of Tom's mostly, and then I always helped them with their aircraft. And of course, you know, Loren being involved with aircraft and flying, I was always there, or able to be there at times to help him.

And basically he's given me the keys -- or the keys to the

1 kingdom here because I do help. And, you know, I have the ability
2 to go in and out when I want in his hangar and in his little
3 kingdom here, so -- that's what I call it. But yeah -- so I mean,
4 that's how close we are. We're close friends. Basically through
5 Tom, we became very close friends.

6 Q. Okay. And then your background? Pilot? Mechanic?

7 A. Actually --

8 Q. Enthusiast?

9 A. Well, how far -- what do you want to know about me?

10 Q. Just a quick and dirty, you know, basic. You can take me
11 through --

12 A. Okay. So basically Marine Corps for 4 years. At age 22,
13 Ford Aerospace for 8 years, and then medical device companies for
14 the next 28, 29 years.

15 And then my experience with flying, at the age of 19, I
16 believe -- no, I think it was 19, I did receive a private pilot's
17 license in Hawaii, Wheeler Air Force Base. And I believe some
18 time after I got out of the Marine Corps -- and I forget my age,
19 but I did get an instrument rating with multi-engine rating.
20 Never really used it, but I do have an instrument rating and
21 multi-engine rating. Instrument rating for single engine.

22 Q. Okay. Are you currently flying?

23 A. No. I am not currently flying. That's what I mean. I
24 really haven't used it much.

25 Q. Okay.

1 A. But I've done some flying, and I forget my hours in the last
2 -- it's been so long.

3 Q. That's okay.

4 A. Yeah.

5 Q. Okay. So let's talk a little bit about the airplane building
6 and construction. So what involvement did you have with the
7 construction of the AirCam?

8 A. You know, basically I -- a gopher, helping these guys get
9 things while they're up underneath there doing things. They need
10 help holding things, riveting, a little bit of riveting here and
11 there, exact -- you know, mostly the wings, when they were putting
12 the wing skin on, things like that. But mostly it was just
13 helping, getting tools, holding tools, being there, you know, the
14 wiring, helping with the wiring, instrumentation wiring. Just
15 things like that throughout the 2 years, maybe, almost a year and
16 a half that he was working on it, approximately, yeah. So
17 basically I was just a gopher.

18 Q. Got you. Okay. And by them, you mean Tom and Loren?

19 A. Yeah.

20 Q. Okay.

21 A. So, of course, both Tom and Loren have the greatest amount of
22 time on that aircraft. I mean, there was quite a bit of time when
23 Tom was not working on the aircraft and Loren was doing his own
24 work. Once he knew how to do it, he was doing the riveting, he
25 was doing the deburring, he was doing those kinds of things by

1 himself quite often.

2 Q. Got you. Okay. All right. Excellent. Good summaries.

3 Thank you very much.

4 Let's fast-forward to the days leading up to the accident.

5 So I'm just going to capture your observations. So anything that
6 you did with Loren and the airplane in the days leading up to the
7 accident?

8 A. No. In actuality, it's funny. For the last month or so, I
9 haven't been here quite as often, or as often as I used to be. I
10 just had other things to do, other things to accomplish at home
11 and other places, so I was here off and on.

12 And I would say 95 percent of the work, if not even more than
13 that, in the last 30, 40, 50 days, was helping Tom on his Glasair,
14 basically helping him sand it and get things going in the wiring,
15 and things like that. And again, being a gopher while he's way
16 back in the tail doing things. So just being there to help.

17 So I would say certainly the last 2 months, that I remember,
18 I probably didn't do anything on that aircraft. I watched him do
19 things, but I didn't do much because they were working on wiring,
20 they were working on the radios.

21 Q. Actually going back to construction real quick, the -- who
22 would you say was, since Tom and Loren were doing like most of the
23 work with this aircraft, would you say they split the time 50/50,
24 you know, Tom had just as much time in that aircraft as Loren? Or
25 almost there?

1 A. You know --

2 Q. Or not even?

3 A. Well, I mean, I think what happened is, is basically Tom was
4 kind of there to help Loren and show him what to do. And once
5 Loren learned something, Loren was doing most of it himself unless
6 it required two people. Now certainly when it came to the engines
7 and when it came to wiring the whole aircraft, Tom was the number
8 one person involved with that particular part of it. He's a
9 master at wiring, and -- beautiful wiring, you know?

10 Q. So, okay. So that makes sense. So he -- Tom was really
11 there just to kind of -- as a guide point for Loren for most of
12 the other work, with the exception of obviously wiring and
13 engines. Then he'd demonstrate something to Loren, and then Loren
14 would go --

15 A. Right.

16 Q. -- and do it on his own? Okay.

17 A. In the end, I observed Loren working on the aircraft on his
18 own. I don't know the exact reasons. I know that he replaced a
19 few bolts here and there, and he did a few things on his own. You
20 know, but he would be working on the aircraft on his own and on
21 his own -- recollection, if I remember correctly, you know, I'd be
22 over here, Loren would be over there working on his aircraft --

23 Q. Got it.

24 A. -- by himself. So it -- toward the end, Loren was doing
25 quite a bit of the work.

1 Q. Got it. Okay. All right. We'll talk about -- so you didn't
2 have much interaction in the last 40, 50 -- or the last month or
3 so?

4 A. Not with that particular aircraft.

5 Q. Not with that particular aircraft. So in the days leading up
6 though, did Loren talk to you about his test plan or anything like
7 that?

8 A. So every once in a while, I asked how the inspection was
9 going. And then I wasn't here that Saturday, which was the last
10 Saturday. And I just wasn't here. Then I had emailed Loren,
11 because he had just gotten back from his sister's funeral, and he
12 told me everything went perfect, through an email. And then at
13 that point, I had not even been here that whole week practically
14 until I showed up Saturday, which is, you know, yesterday. I'm
15 confused. Today is what?

16 Q. Saturday -- Sunday.

17 A. Sunday. So yeah, yesterday. I apologize. I mean, but the
18 thing is, yeah, I just happened to show up yesterday. I kind of
19 wanted to get back into it. And at that moment, he said he was
20 going to get into his aircraft. And I said, what, are you going
21 to do a high-speed taxi run? He goes, no, I'm going to fly it.
22 And that's what happened.

23 Q. Okay. So let's move to yesterday. So you show up, he said
24 he's going to fly it. What transpired after that?

25 A. Shortly afterwards, we were in the hangar, and of course the

1 hangar door opened up. And of course he had that little piece of
2 equipment that helped move -- what do they, you know, what do they
3 call those little --

4 Q. Like a tow?

5 A. Tow. He was -- it's one of those tows made specifically for
6 that aircraft. And he had towed the aircraft, basically pushing
7 the aircraft out in front of the hangar. Once we secured all of
8 that, he went through -- now I was at a distance in here, but I
9 was watching him do his visual checks, his fuel checks, things
10 like that. He went around and did a few things, did his normal
11 checks, and that's all I noticed right there at that point.

12 I do remember him going through the fuel, looking at it,
13 saying, yeah, I'm going to check it again, and going through the
14 fuel, looking at it, and then going on around doing his thing.
15 And then he jumped into the cockpit.

16 Q. Do you remember -- this is going to be hard, but do you
17 happen to remember what took place during the visual inspection?
18 What did he look at? Take all the time you need.

19 A. When you say the visual inspection --

20 Q. When he -- we were just talking about when he went through
21 and did his visual checks.

22 A. So, yes. The only thing I can answer to, is remember looking
23 over there at that time, because I was in here doing a couple of
24 other minor things. But I just remember him looking at the fuel.
25 That's, really that's all I can attest to.

1 Q. Okay. And by looking at the fuel, you mean --

2 A. He had a, he had a --

3 Q. -- sampling?

4 A. -- sampling tube.

5 Q. Got it. Got it. Okay. And then keep going. What happened
6 after that?

7 A. Well, then it was a little bit later. I was talking to some
8 -- a guy. I had only met him for the first time, and he's the
9 one, I think, was supposed to take the actual film or the
10 recording with Loren's Apple computer. So I was talking to this
11 guy I never met before -- if I did, I don't remember -- but I was
12 just talking and that's why I didn't see too much what's going on
13 during, while he was doing his preflight.

14 So I was talking to him, and then they were getting things
15 ready. And then Loren jumped in. I remember seeing him jump in
16 the aircraft and he was seating himself. So I had gotten up from
17 this gentleman -- I forget his name. Again, I apologize for that.
18 But anyway, walked up and around, and I was looking and helping
19 him try to get back in his seatbelt, and I had found that the
20 seatbelt was twisted a little bit. And so -- but we still, we got
21 it straightened out, but there still was one little twist right
22 here. And he would have to -- after the flight, he would have to
23 untwist it, you know, take it, loop it through, and do it again.
24 But still, he was able to use it and wear the seatbelt. And he
25 tightened up the seatbelt, and that was it.

1 I stepped back, and then -- a large group of us were standing
2 back, and I don't remember who, other than Tom, the gentleman I
3 was talking to. I can't remember if P or anybody else was there.
4 I just -- there was about four or five, I'm just going to guess.
5 I don't remember that part to be honest with you. Just --

6 Q. You were standing back when he was still outside --

7 A. Yeah. I was --

8 Q. -- of the hangar?

9 A. The aircraft was facing north, and I was on the west side of
10 the aircraft watching him start the aircraft. And --

11 Q. In front of the hangar?

12 A. Yeah.

13 Q. Okay.

14 A. Sounded good. Everything sounded real good. Tom was there.
15 The engines started right up and they sounded beautiful.

16 Q. All right. Keep going. What happened next?

17 A. So we sat there for a little bit while she started both
18 engines. The engines, again, were running, things looked good.
19 He was doing a few things, I don't know what he was doing. I
20 wasn't that close. I had stepped way back.

21 And at that time, we were all going to witness him on his
22 first takeoff. And so we drove over there -- I believe it was two
23 different cars. I was in one car, and the other people were
24 following in another car. And we were going out here to the
25 runway by the hangars there at the last group of hangars, and we

1 were just parking right there. So we parked at that point facing
2 the runways, and we got out of the cars to witness it.

3 And there was some recordings going on. Again, there was --
4 Dave Temecula (ph.), he was doing -- that's the recording on his
5 phone. And then of course the other gentleman supposedly was
6 supposed to get the Apple lap-pad [sic], the pad to record. I
7 don't know if ever got that to work, because he was trying to
8 figure out how to work it. So that one I don't know.

9 So anyway, so Loren, by that time -- by the time we had
10 parked, Loren had taxied out over all the way to the runway. Then
11 I guess we were waiting for traffic to clear. Because we had a
12 walkie-talkie, we can hear traffic in the pattern. And once it
13 cleared, Loren did taxi onto the active and, of course, lined up
14 to the runway. And he sat there for a few seconds, and then he
15 basically put the throttles forward and he lifted up, he scooted
16 down the runway. And in short order, he was off the runway. That
17 plane just picked right on up, and it was a very short takeoff,
18 very smooth.

19 Q. So let's --

20 A. Go --

21 Q. -- treat this is a different section.

22 A. Sure. Sure.

23 Q. Okay. So he sat at his threshold for a few seconds. Okay.
24 Then --

25 A. Waiting for traffic to clear.

1 Q. Waiting for traffic to clear. And then you heard, you heard
2 the engines come up? Is that --

3 A. Well, he's at the threshold and, of course, he pushed onto
4 the runway.

5 Q. He pushed onto the runway?

6 A. After traffic cleared.

7 Q. After traffic cleared. And then you hear the engines come
8 up?

9 A. Yeah. He -- if I remember correctly, he sat there just for a
10 few seconds lined up on the runway, lined up, ready to go.

11 Q. Okay.

12 A. And then he brought the throttles forward, the engines were
13 acting just perfectly, they sounded great.

14 Q. Okay. And for this part, just very slowly and methodically
15 just walk me through just -- like, what I'm trying to get at here
16 is, we don't want to be analytical with this part, just --

17 A. I won't, I won't --

18 Q. -- everything -- I know, I do it. I do it almost
19 unconsciously, subconsciously, so I like to --

20 A. Sure.

21 Q. -- caution people. So, yeah, just walk me through play by
22 play from what you remember.

23 A. So as he throttles forward, the engines were going, he
24 started to accelerate down the runway. I won't guess how many
25 feet it was, but I would tell you right now, from my experience,

1 you know, it was a very short takeoff, that's for sure. I was
2 actually impressed because that's what the airplane's supposed to
3 do anyway. And he seemed like he went up on a pretty steep climb,
4 okay? To my recollection, it was a -- not real steep, but it was,
5 it was off going.

6 And I'm going to guess, once he took off, once the wheels
7 left the ground, he was going upward, I would say approximately --
8 I'm going to guess -- 30 feet in the air, I did notice that the
9 left wing collapsed and folded upward. And at that point in time,
10 he started to roll to the left. And then I watched him as he
11 rolled completely over. And then at the same time, he was -- at
12 that -- when he was rolling, he was going downward now, of course.
13 And then, of course, I remember him hitting the runway, right on
14 the edge of the runway.

15 Q. Okay. So he got lined up, sat there for a few seconds, you
16 heard this -- the engines come up, they sounded good. The
17 airplane started to accelerate down the runway and then lifted off
18 the ground. Did it immediately enter a steep climb or was it --

19 A. I would say it was a pretty good steep climb.

20 Q. Steep climb.

21 A. I mean, it wasn't like this, but it wasn't a gradual climb
22 you see a lot. I mean, it was a pretty good climb.

23 Q. Okay.

24 A. Yeah, from -- at least from my perspective and from my
25 experience, I would -- it could've even climbed more, I guess, if

1 he wanted to. It just -- he just lifted up and he was going on up
2 pretty good. It was a nice takeoff.

3 Q. So once he reached about 30 feet --

4 A. Approximately.

5 Q. Approximately 30 feet above ground level, the left wing
6 collapsed and folded upward?

7 A. That's what I remember.

8 Q. Okay. And then the airplane -- since I have a little
9 miniature airplane here. Got a 757 for you --

10 A. That's okay. I can do that.

11 Q. Demonstrate it.

12 A. And as it -- as he took off and he went up, then all of the
13 sudden the left wing collapsed up and he started to roll like
14 this, and he started going -- this.

15 Q. So he rolled inverted?

16 A. Yep. Inverted.

17 Q. And impacted the ground.

18 A. And contacted the ground, that's correct.

19 Q. Got it. Okay.

20 A. And I can go -- I mean, you tell me how far you want me to go
21 on this, because --

22 Q. As much as you want.

23 A. Well, that's it right there for when it -- once it made
24 contact with the ground, I was running toward that direction.

25 Q. Well, what I'd like to do, actually, is --

1 A. So what I don't want to -- so what I wanted to say is, and be
2 completely transparent on this --

3 Q. Right.

4 A. -- is I have observed the recording, and I have it on my
5 phone. I'm -- will tell you that right now. And as you hear the
6 recording, you actually hear me in the background saying certain
7 things. First of all, I was telling -- I was just saying, okay,
8 Loren, do it right, cross your fingers, we want everything to work
9 out perfect. And at the time the wing had folded up, you hear me,
10 kind of got excited and, oh my God. And then you can -- and then
11 you can tell when I started running. So, I mean, I just want it
12 to be open and clear that I have a recording of that flight.

13 MR. STEIN: Oh, no, I appreciate that. Thank you for telling
14 me that. What I'd like to do too, is get -- I don't know if this
15 will let me do it. You know what? I'm going to go ahead and --
16 I'm actually going to pause -- I'm going to stop the --

17 MR. ROYSTER: Sure.

18 MR. STEIN: -- recording now, because I'm going to have you
19 point out to me on Google Earth where you were.

20 (Whereupon, the interview was concluded.)
21
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SMALL PLANE CRASH
 AT HEMET-RYAN AIRPORT
 JUNE 8, 2019
 Interview of David Royster

ACCIDENT NO.: WPR19FA161

PLACE:

DATE: June 9, 2019

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Christy Wilson
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

SMALL PLANE CRASH *

HEMET-RYAN AIRPORT * Accident No.: WPR19FA161

JUNE 8, 2019 *

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Interview of: TOM BROADHURST
WitnessSunday,
June 9, 2019

APPEARANCES:

STEPHEN STEIN, Air Safety Investigator
National Transportation Safety Board

RODERICK EALY, Aviation Accident Investigator
Federal Aviation Administration

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I N T E R V I E W

(3:09 p.m.)

MR. STEIN: Stephen Stein, June 9, 2019. It is 3:09 p.m. Pacific Time. Stephen, S-t-e-p-h-e-n; last name is Stein, S-t-e-i-n. I'm an air safety investigator with the National Transportation Safety Board. I'm here with two gentlemen.

Gentlemen, would you please spell your names for the --

MR. EALY: I'm Roderick Ealey with FAA. R-o-d-e-r-i-c-k, E-a-l-y.

MR. BROADHURST: Tom Broadhurst, B-r-o-a-d-h-u-r-s-t.

MR. STEIN: Thank you, gentlemen. Do you both consent to being recorded?

MR. EALY: Yes.

MR. BROADHURST: Yes.

MR. STEIN: Thank you.

MR. BROADHURST: Are you going to put that on there that --

MR. STEIN: What's that?

MR. BROADHURST: Times, dates -- you know, when I get recorded, I don't want to be held to that day, that hour, that time.

MR. STEIN: Yeah. No, you won't, you won't. Don't worry. I'm going to put this up so we can hear a little --

MR. BROADHURST: Because I'm 77 years old.

MR. STEIN: Yeah. No, we're good.

INTERVIEW OF TOM BROADHURST

1 BY MR. STEIN:

2 Q. Okay. So, Tom, go ahead and just let's start with a little
3 bit of background, just how you know --

4 A. Loren and I have been friends for 35 years, and we got flying
5 together, you know, back in the '80s. And I'm an A&P, and so --
6 we've just always been friends. We've had partnerships in
7 airplanes and -- we've been friends for a long time. We've worked
8 together at different times.

9 And then when he moved out here in the '80s, he had a
10 different hangar. He got this hangar about probably 5 or 6 years
11 ago, 7. And he had different airplanes; I had different
12 airplanes. But then he bought the 182, and he had a Cub and a
13 120, and I had a Aztec and -- so different planes.

14 Then about 2-plus years ago, I don't know what it was, he got
15 interested in that AirCam. And I gave him my opinion, I said, I
16 don't like that kind of a plane. It's not my kind, I'm not
17 interested. It does 60 miles an hour. So, but we've been friends
18 a long time, so he said, well, would you help me build it? I
19 said, sure, why wouldn't I?

20 So we went down to Florida and flew for 2 hour -- 4 hours a
21 piece in it. And I didn't care for the plane. I didn't want to
22 fly it. So then, he went down again, I think. Or he went down to
23 prior to that. And he flew (indiscernible), you know. And he
24 told me he was going to buy a kit. And I said, hmm, okay. And so
25 he got the kit. It's been over 2 years ago. I'd say, probably

1 like 2 years ago in May, I think, something like that. And it
2 came as a fast build kit with the hull complete.

3 MR. EALY: Can you say that again?

4 MR. BROADHURST: A fast build kit. The hull was complete.

5 MR. EALY: The hull was complete?

6 MR. BROADHURST: Yeah. And then he started laying parts out
7 and he hired -- or got John, another fellow here, they did all the
8 wing, all the flying surfaces. And Dave and myself built, along
9 with his help, the center section. And then we all worked on
10 putting the engines on it and the plumbing and the electrical and
11 that kind of thing. And it was pretty much done 6 or 8 months
12 ago, it was pretty much done.

13 He bought that about a year ago, the Glasair, down there.
14 And so I worked on that most of the time. And then he would ask
15 me to help him do certain things on the plane, which I would do.
16 And I did radio work, most of it, and -- well, aircraft, most of
17 the (indiscernible). I wired most of it, and did the gas lines
18 and that kind of thing. So --

19 And we did the original wind test on it to put the wings on
20 it, oh, probably in June (indiscernible). And what that involved
21 was clipping the struts up to the wings and then pressure the
22 wing --

23 BY MR. EALY:

24 Q. The compression?

25 A. Yeah. To drill the holes in the spar. So we did that. And

1 then we took it apart again. And then during the process, he --
2 you know, I don't even know (indiscernible), and he was wanting to
3 know a plan and all that stuff. So we got the struts put on
4 backwards. So we jacked it up again, and I would just tell him to
5 do that with a jack, and I helped him jack it up, and then he
6 would do the -- take the struts off, switch sides with them, and
7 do the brackets and the different things like that. And I kind of
8 -- you know, he did that on his own, most of it.

9 Then there was a sleeve that went over the aileron push rod,
10 and it went -- we couldn't get it on. It wasn't put on
11 originally. So we had to pull the whole wing off again. We had
12 to slide the wing out, unhook the --

13 Q. Meaning just the left wing or is it all come off one?

14 A. Both. Yeah, both wings.

15 Q. Okay.

16 A. We took both wings off -- we didn't really take them off. We
17 built some stands and slid them out, and then he put the push rod
18 over there too, and put the wings back on. And that was
19 probably --

20 Q. And this would've been the third time?

21 A. Pardon me?

22 Q. This would've been the third time taking it off?

23 A. Yeah.

24 Q. Okay.

25 A. And then we had to get in there and do some work -- I think

1 we took -- one more time. And I wasn't monitoring this. I was
2 working on this, and I should have. Yeah, the wings were off
3 three or four times, I think, as far as what I heard, and the
4 struts. And --

5 MR. STEIN: What was the last thing you said? You said the
6 wings were off three or four times?

7 MR. EALY: And you said the strut?

8 MR. BROADHURST: The strut.

9 MR. EALY: Strut.

10 BY MR. STEIN:

11 Q. The struts? Okay. So to put the -- from what you said
12 initially, to get the struts on, you had to take the wings off
13 or --

14 A. No. We would take the -- pull -- you have to loosen the
15 struts down at the bottom.

16 Q. Okay.

17 A. Get down to -- and pull the wing out. Because there's a push
18 rod that goes over the elevator or the --

19 Q. Yeah.

20 A. -- aileron push rod in the wing. Well, we didn't have it on
21 there. We had to pull it out, slide it in, fit it over the one
22 side, fit it over the other side, and then put the wing back on.

23 Q. Okay. Got it.

24 A. That was on both sides. And I helped him do that, but I
25 didn't hook up anything else. We slid the wing in and slid the

1 wing out. And then, you know, he can do that. I mean --

2 MR. EALY: Sliding the wing in and out, he can do on his own?

3 MR. BROADHURST: Yes. We -- well, it took three of us, I
4 think, Dave -- and we had to wiggle them in, and then -- we had
5 them on jacks. And then he did everything else. And there was
6 about -- I would be gone for a week or two at a time. I don't
7 know what he was doing to it. I kind of quit working on it and I
8 was working on the Glasair.

9 And then he had a problem with radio -- this is about
10 probably 2 months ago -- so we took the front off and worked out a
11 radio problem, and put the nose -- we had the nose off half a
12 dozen times, and probably more than that. And then we would take
13 the inside cover plates off.

14 I told him to keep a logbook of everything he did, tighten
15 (indiscernible). And then I asked him about the bolts in the
16 landing gear, inside the fuselage. And he said he had just went
17 and take that plates off, and they were tight. Everything that I
18 really asked him about was good, and -- but I didn't look at
19 everything. So I told him many, many times, I said, check every
20 bolt and nut and screw, everything. And he said he did. And here
21 he is --

22 MR. EALY: Just take your time with it.

23 BY MR. STEIN:

24 Q. Take your time. Take your time, yeah.

25 A. It's terrible. Anyway, you know, undoubtedly something to

1 tighten up --

2 Q. Do you --

3 A. It looked to me like the bolts were loose, the struts
4 (indiscernible). I don't know if the fitting could have went in
5 on it, where the bolt was on the outside and he didn't push it all
6 the way down in there. I don't know. But it looked to me like
7 the bolts were (indiscernible).

8 Q. Is it possible for the struts -- can you pull that strut --

9 A. Well -- through the wing?

10 Q. Right.

11 A. No.

12 Q. No. You have to take it -- gotcha.

13 A. You've got to -- but the ones he did lift up. If you took
14 the bolts out of the struts down there, you could push the wing
15 up. I mean --

16 MR. EALY: And then the strut would pop out and hang from the
17 top, from the wing, right?

18 MR. BROADHURST: Yeah, if you pushed the wing up, the struts
19 would fall off.

20 BY MR. STEIN:

21 Q. Really? Without uncoupling the wing?

22 A. Oh, yeah. If you undo the strut bolt at the bottom --

23 MR. EALY: The big black one.

24 MR. BROADHURST: -- which we did a lot of times.

25 BY MR. STEIN:

1 Q. Okay.

2 A. And put a -- we took a ladder and put a 2x4 on it, and it's a
3 (indiscernible). So one of us or two of us would lift the wing
4 up, the strut would fall off, and we'd just pull up.

5 Q. Well, then -- oh, my gosh. So that begs the question -- I
6 mean, you're not going to push up a wing during preflight. You're
7 not -- I wouldn't expect --

8 MR. EALY: And especially a cloth or a --

9 MR. STEIN: A cloth -- yeah, I wouldn't --

10 MR. EALY: -- if you made (indiscernible)

11 BY MR. STEIN:

12 Q. I flew Citabria for years, and I would never -- I wouldn't
13 want to do anything to damage the cloth.

14 A. Those wings are (indiscernible).

15 Q. Sorry?

16 A. One's (indiscernible) free.

17 BY MR. EALY:

18 Q. Yeah. But do you walk around on a preflight on something
19 like that, do you push up the wing?

20 A. Oh, no, not when the strut bolts are in. Oh, I would jiggle
21 the one end and it's pretty strong. You know, like I say, but --
22 I don't know. You know, those struts were on and off three, four
23 times. And that was after the fact, when we did the original push
24 test on the spar (indiscernible).

25 Q. Right.

1 A. And I didn't -- you know, I (indiscernible).

2 Q. And each time they went back on, the test was all done, so
3 the project's done, it's just reinstallation, not even really --

4 A. Each time they went back on, it would take Dave or me and
5 someone else to wiggle the wing -- because you have to push the
6 tubes into the spars.

7 Q. Um-hum.

8 A. It takes a couple guys to wiggle them in at just the right
9 angle, and then you could put a 2x4 on a ladder with studs, and it
10 would hold the wing up. And then you can work on the other stuff.
11 We had one guy come over and lift it up, put the spars -- the
12 studs on. And -- I don't know.

13 BY MR. STEIN:

14 Q. Did the construction logbook that you were talking about, the
15 assembly and construction, the build logbook, you told him to keep
16 a record of everything he did?

17 A. I told him to keep a record. And I told him, I said, do a
18 book on the tail section, go over the whole tail section and check
19 every nut, bolt, screw. Take the access plates off, look inside,
20 check the bolts, check the bolts, everything. And he would do
21 that. But I'd go back and find a loose screw or a loose nut.

22 And, well, when the DAR was here, I had helped him adjust the
23 drupe in the aileron. And we had to adjust the times on it, and
24 the nuts were loose. And I said make sure you tighten those nuts
25 again. Well, the DAR shows up. And I never said one word to him

1 about what was -- I just stood over there and did my stuff. And
2 he found a loose nut on one of the hind joints.

3 MR. EALY: On what?

4 MR. BROADHURST: So he told Loren to tighten it up.

5 MR. EALY: What was it on?

6 MR. BROADHURST: It was on the hind joint of the push rod to
7 the aileron.

8 MR. EALY: Okay.

9 MR. BROADHURST: There was a loose nut, after I had told him
10 to check them --

11 MR. STEIN: On the push rod for the aileron?

12 MR. BROADHURST: Yeah, up on top. And the --

13 BY MR. EALY:

14 Q. So one of those tubes that come --

15 A. Yes.

16 Q. -- through and you can see --

17 A. Yeah. It was -- the nut wasn't tight. And the DAR, he
18 didn't tell me that. Loren come over later and says, I didn't
19 tighten that nut up.

20 Q. Hold on. So the DAR didn't catch it?

21 A. Yeah, he did.

22 Q. He did. Okay.

23 A. Yeah. He did. And Loren says, yeah, he caught that loose
24 nut. I said, I told you to tighten them up. He said, oh, yeah, I
25 didn't tighten it. So --

1 BY MR. STEIN:

2 Q. How long was the DAR here for?

3 A. Pardon?

4 Q. How long was the DAR here for?

5 A. Oh, I left -- he got here early, real early. I would say
6 7:30 or 8, and I --

7 Q. At 7:30?

8 A. 7:30 or 8. I can't remember.

9 Q. Okay.

10 A. And he was here -- well, I left about 1 o'clock or 2 o'clock,
11 and I think he was still here. He pulled the plate out, started
12 it up, each engine, and -- I thought the guy -- you know, I didn't
13 say one word to him, but I thought he was pretty thorough. He did
14 all the control surfaces. He did (indiscernible) --

15 BY MR. EALY:

16 Q. The DAR did -- was --

17 A. The DAR --

18 Q. He wasn't moving anything around and running anything, he was
19 just outside touching stuff?

20 A. He was just outside watching Loren turn over the elevators
21 and the different -- flaps, run the flaps down.

22 Q. Right.

23 A. I could see him out there. And I was kind of interested in
24 what they were doing. And then he started each engine and he
25 looked at the gauges on the panel for both the engines. And

1 lighting, I think they turned the lights on. And I was just kind
2 of watching.

3 He was here quite a while and it looked like he was asking
4 him a lot of questions. He went through a lot of the books, went
5 through for quite a while. And --

6 Q. Was it the first time you had ever seen him here before?

7 A. Yeah. I don't --

8 Q. So it was a one-time visit --

9 A. The DAR --

10 Q. -- thing?

11 A. Yeah. I had never seen him before. And then they -- I got
12 back, and then they had finished up the paperwork, then he got his
13 airworthiness. And he said, well, I guess it's ready to fly. I
14 said, good; great.

15 And he was kind of apprehensive about flying. He was a
16 little bit -- he would say, I completed; it's no hurry, though. I
17 don't want to fly it.

18 And the thing that bothers -- that morning he text me and he
19 said, I'm getting kind of -- I can't remember what his text said.
20 Maybe it's gone. I mean, you could see it (indiscernible). But
21 it said he was -- he felt people were kind of making fun of him a
22 little bit because he didn't try to fly it. And I says, fuck
23 those guys. I says, fly it when you want; don't even worry about
24 it. I says -- and I think I added in there, I says, you know I
25 never liked that thing anyway. I shouldn't have said

1 (indiscernible).

2 Then I says, but if you do fly it, call me. Don't go out
3 there by yourself. And I said, if you fly it, just do some high-
4 speed taxis, lift off the runway a little bit, set back down, come
5 around, we'll check things out. I said, do two or three of those,
6 then see what's going on.

7 And, you know, then when we were out -- I was shocked when he
8 pulled it out to fly it. I was in here working on the Glasair,
9 and there's a bunch of people here -- not a bunch, maybe four or
10 five guys. And he says, well, he said, I guess I might as well do
11 it. And I said, are you sure? And he said, yeah. He said, I've
12 got to get it over with sometime. So I said, okay. I said, you
13 know what we talked about, going down, lifting off, setting back
14 down, do that? And he said, yeah, yeah, yeah. Then he -- I said
15 okay. He gets in and taxis out there and we were all out there
16 watching, and he just takes off and he starts his --

17 Q. You're expecting him to taxi?

18 A. Huh?

19 Q. Were you expecting him to taxi?

20 A. I was expecting him like going down the runway and then come
21 on --

22 Q. Come back.

23 A. -- come back down and just -- you know, I was pretty
24 surprised when he just took off. And, yeah, I thought -- we had
25 talked about it. Just go down, lift off, set back down, you know,

1 come around, and do a few those. Get the feel of it landing.

2 MR. STEIN: Yeah.

3 MR. BROADHURST: And he just took off, and then that
4 happened. I was just -- it was so horrible. Anyway, that was the
5 story.

6 BY MR. STEIN:

7 Q. I heard a rumor that he did a high-speed taxi test and came
8 back and they had to -- he made some adjustment to maybe it was a
9 rudder spring or something like that. Had you --

10 A. He did another high-speed taxi before?

11 Q. Yeah. He did a high-speed taxi --

12 A. He came back -- he was going to do a high-speed taxi. I
13 says, go down there and just get it -- get the tail up -- before
14 he got his airworthiness to go fly. Just get the tail up and just
15 (indiscernible). Then he came back white as a sheet. He said, I
16 almost lost it. He said it was going back and forth
17 (indiscernible). So I said, you know, you need to shut it down
18 and come back. But then he didn't get in it for about a month.

19 Q. Really?

20 A. Yeah, 3, 4 weeks. He'd go out there and he'd ask what -- you
21 know, he was a little nervous.

22 BY MR. EALY:

23 Q. So a month ago -- a month prior, the aircraft --

24 A. Yeah.

25 Q. -- would be complete?

1 A. Yeah. He was (indiscernible) --

2 Q. But it was complete, though? He was just spooked?

3 A. And I told him, I says, you don't want to do it, don't do it.
4 I says, hire somebody to come out here and fly with you. I said,
5 if you tried to hire a guy, someone just (indiscernible) from the
6 factory.

7 Q. Yeah.

8 A. And the factory -- this is my opinion and -- you know, he
9 must have called them, emailed them, and texted maybe at least
10 five times. He said that -- they've got the worst customer
11 service I've ever seen. They never respond to email. They never
12 respond to texts. They don't return phone calls. And I said,
13 well, you know, they've already sold you -- he hadn't even
14 (indiscernible). And that's -- when he told me that half of that
15 (indiscernible).

16 And so, I says, I know you're not comfortable flying this
17 thing. I says, hire someone who knows it. You know, then he
18 found some guys at Chino who had AirCams, and he was going to have
19 them come over and fly with him, go with him; check everything
20 over and go with him. And that didn't happen.

21 Then he called -- I think the guy's name is Justin, at the
22 factory. And they had set up an appointment, he told me. And he
23 was going to pay for the guy's airline ticket for him to come out
24 here to go over the plane with him and do some calibration on the
25 fuel gauges and stuff that -- because I just kind of quit working

1 on it. I didn't want to, and -- because I was working on the
2 airplane. I says, you need to hire that guy. So he -- I thought
3 he did. And I thought the guy was scheduled to come out here a
4 couple weeks ago. And then he -- I said, when's the guy coming
5 out? He said, well, I don't know if he's coming. So I says, you
6 need to find somebody. You need to find somebody that knows how
7 to fly these things and fly with you and go everything. He said,
8 yeah, yeah, you're right.

9 But the DAR, you know, I -- I don't know what those fittings
10 look like if the strut wasn't on them, but, I mean, that's
11 something I would think -- I don't know. I never, I never noticed
12 it. You know, I'm pretty good at that stuff, and I never -- if I
13 would've walked by -- to his cabin and walked by, you know, just
14 -- that looks fine. Yeah, I never noticed it. I don't know.

15 Q. Well, that's what we're going to try to find out, is just
16 what's --

17 A. But when I walked over there after he had the accident, you
18 know, and I saw where the struts had come away from the plane, I
19 said, it's impossible. So I grabbed his (indiscernible). It
20 looked okay to me. And the wing, the nut -- the bolts were still
21 in the struts.

22 MR. STEIN: Yeah.

23 MR. BROADHURST: And I -- man, you know, they would have to
24 be outside of the (indiscernible).

25 MR. STEIN: I thought somebody had actually put that back

1 together, so -- I thought somebody had put that --

2 MR. EALY: After the fact?

3 MR. STEIN: -- back together after the accident.

4 MR. EALY: Yeah.

5 BY MR. STEIN:

6 Q. Because I had never seen anything like that, so --

7 A. I looked at it when it was down there. I said, that's
8 impossible. And -- I don't see how it happened. But he had them
9 on and off there -- I don't know even what they would look like if
10 they were just (indiscernible) by the side of the plane.

11 Q. If they were what?

12 A. The bolts were only that far from the end of the --

13 MR. EALY: Right. It would seem like it would go past the
14 hole, like when it (indiscernible) like go too far or not be far
15 enough.

16 MR. STEIN: Well, there's a half inch of space --

17 MR. EALY: Well, yeah --

18 MR. STEIN: -- beyond the one, but there's no way to tell
19 whether they're actually on or not.

20 MR. EALY: Yeah.

21 MR. STEIN: I mean, unless you jiggled it --

22 MR. EALY: Not with any pressure on it.

23 MR. STEIN: I'd be anxious to see with the factory if that --
24 what the case is.

25 BY MR. STEIN:

1 Q. You say there's other guys with AirCams in Chino?

2 A. Yeah.

3 Q. Okay. I'd be really anxious to see -- to try that. Take it
4 off, put it on the attachment point, and wiggle it and see if it
5 -- to see if it's tight.

6 A. Do it.

7 Q. How much movement there is, if there's any play at all, if
8 it's noticeable.

9 A. Well --

10 MR. EALY: The difference from the other side, too.

11 MR. BROADHURST: If it will even go on --

12 MR. STEIN: Right.

13 MR. BROADHURST: -- you know.

14 BY MR. STEIN:

15 Q. Because it doesn't make any sense.

16 A. It doesn't make any sense.

17 Q. Not at all. It's weird. I mean, if you think about how many
18 times you fly a 172 or 182 and, yeah, you pull the strut -- I
19 mean, you use the strut to physically push the aircraft out of the
20 hangar. I mean, you know, that's -- it just seems --

21 A. I've watched him taxi out of here. Those (indiscernible)

22 MR. EALY: They what?

23 MR. BROADHURST: Hit that rut out there and the wings it'd
24 go --

25 MR. EALY: They'll bounce.

1 MR. BROADHURST: Yeah.

2 MR. EALY: Okay.

3 MR. BROADHURST: Pretty good. And you would think, god, if
4 it's like that for the (indiscernible) coming --

5 MR. EALY: Right.

6 MR. BROADHURST: I don't know, I mean, it's -- you're feeling
7 (indiscernible) --

8 BY MR. STEIN:

9 Q. Real quick. Where did you -- I just need to get you to tell
10 me where you were when you watched it. Here's a diagram of the
11 airport. Here we are right down here. Yeah.

12 A. We were right back into these hangars, right here.

13 Q. Gotcha. Okay.

14 A. Yeah. Like, we pulled up -- the woman and guy, who's a
15 friend of Loren's, he want to show us his -- he had a new Tesla,
16 so we all got in and took a ride. And we got out, and he had an
17 iPad --

18 Q. Ah, yes. Okay.

19 A. -- and it was Loren's. And he said --

20 MR. EALY: It was Loren's?

21 MR. BROADHURST: Yeah.

22 MR. EALY: Okay.

23 MR. BROADHURST: Loren had given him his iPad but he didn't
24 give him the code. So he -- Bud is the guy's name. He said,
25 here, do you know how to work this? He says, I don't know the

1 code. I said, well, I don't know it, you know. Why would I know
2 his code? So he -- I think he put it back in the car. I don't
3 even -- is it here anymore? I don't know. But it didn't work.
4 We put it back in the car. And -- yeah.

5 BY MR. STEIN:

6 Q. I don't know if it's in here. I don't think so.

7 A. Bud Rasnor is the guy's name.

8 Q. Bud Rasnor?

9 A. Yeah. He was -- in fact, I think he is still the captain of
10 Darryl (indiscernible). He was. I don't know if he still is. He
11 has cancer, so --

12 Q. Hang on a second. So --

13 A. I don't if he's still is.

14 Q. Sorry. One more time. What was his name?

15 A. Bud Rasnor. I don't know how to spell it. I think it's R-a-
16 s-n-o-r -- or R-a-z. But they'll know who he is (indiscernible).

17 MR. EALY: You have a Rasnor as a witness.

18 MR. STEIN: Yes, I do. Lloyd Rasnor. I have Lloyd Rasnor.

19 MR. EALY: Lloyd Rasnor?

20 MR. BROADHURST: I don't know.

21 MR. EALY: Maybe Bud is his nickname.

22 MR. BROADHURST: Well, Bud --

23 MR. STEIN: You called him, though, right --

24 MR. EALY: Yeah.

25 MR. STEIN: -- and left a message in regard to this?

1 MR. BROADHURST: Bud Rasnor is --

2 MR. STEIN: We just got to talk about -- talk to Dave
3 (indiscernible) --

4 MR. BROADHURST: We rode out there with him.

5 MR. STEIN: You rode out there with him?

6 MR. BROADHURST: Me and Lloyd Rasnor.

7 MR. EALY: So Rasnor had the iPad.

8 MR. STEIN: All right.

9 BY MR. STEIN:

10 Q. Okay, you've given us a lot of great information. I am
11 probably -- I'll have to let it digest and circle back to you.

12 A. What is that?

13 Q. I'm going to let it digest, marinate, and go over the
14 information you just gave us, and then I'll come back to you with
15 follow-up. But, Tom, let me do this. Let me get your contact
16 information.

17 A. [REDACTED] --

18 Q. Hang on a second.

19 A. [REDACTED] --

20 Q. You're too fast. All right. [REDACTED]

21 A. [REDACTED]

22 Q. [REDACTED]

23 A. [REDACTED]

24 Q. [REDACTED] Got it.

25 A. And you want my email?

1 Q. Sure.

2 A. [REDACTED] -- my name, [REDACTED], the number [REDACTED].

3 Q. [REDACTED]?

4 A. [REDACTED]

5 Q. Got it. Okay. [REDACTED].

6 A. [REDACTED].

7 Q. Got it. Okay.

8 MR. STEIN: Excuse me. Sorry. Sorry for yawning, but we've
9 been up.

10 MR. BROADHURST: I'm yawning myself (indiscernible).

11 MR. STEIN: All right. So I know this seems kind of like an
12 obvious thing or the contributing factor -- well, I mean, here,
13 let me shut this off first.

14 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

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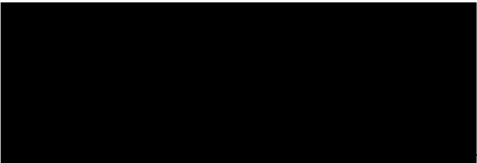
IN THE MATTER OF: SMALL PLANE CRASH
 AT HEMET-RYAN AIRPORT
 JUNE 8, 2019
 Interview of Tom Broadhurst

ACCIDENT NO.: WPR19FA161

PLACE:

DATE: June 9, 2019

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kay Maurer
Transcriber