

James Bledsoe
Aviation Safety Investigator
Western Pacific Region

Date: February 25, 2021

Subject: WPR21LA110 - **RECORD OF CONVERSATION**

Contact: Nathan Russell, Pilot

The following is a synopsis of the information provided by Nathan Russel (and lawyers) in a telephone conversation on this date:

- Arrived at hangar and help get the flight ready to go, loaded catering etc.
- Retrieved “principals” (customer/passenger) as a security (off sight). Airplane was out of the hangar. Needed fuel and water.
- Normal pre-flight. Normal first flight, Refueled airplane
- Everything was normal, went through and confirmed FMS inputs.
- Taxi out, everything was normal.
- Took runway with anticipation of maximum performance takeoff.
- Held the brakes, he went full power, he said “power set”, I said “power checked”, released brakes, started the roll, “airspeed alive”, “80kts were going”, V1, he said my controls and I gave him the control yoke. “Normalized V1, then rotate, a second later he pulled back and nothing happened. He quickly neutralized the controls and pulled back again, all the way both times, no perceptible change in the cockpit.
- He aborted the takeoff verbally then pulled back the throttles to idle, I slammed on the brakes and started pushing the yoke forward. He went for the thrust reverser. My hand went for there also. Keep the airplane straight. Slid to a stop, “we stopped as quickly and safely as we could.” Shut off engines, shut off fuel, fired the bottles, killed power, and evacuated pax, called ES via cell phone,
- I gave him the control yoke. Later he said he was pilot monitoring on takeoff.
- Performance: PIC does all of it. Admitted to not proficient.
- Helicopter and multi-engine commercial, single engine fixed wing, PPL helicopter, Multiengine Instrument, Fixed wing flying as a kid. Joined Coast Guard (non-aviation),

Used GI benefits for helicopter pilot training (Heli CFII). Moved into security, hired by owner to be security and helicopter pilot.

- He's been flying this client since September.
- Flown with PIC Scott Kitchens, about 11 flights, no incidents.
- ASEL PPL, Multiengine airplane and commercial helicopter, Heli CFII, and DA-900 type certificate, any other type ratings? "No", So you don't have one in the Falcon? I don't have an ATP; it is a commercial. I do have a PIC type rating type certificate in the Falcon, at the commercial level.
- No anomalies with airplane, doesn't have info. Said it had a recent C check.
- Passengers were seated in 4th row, aft of the table.
- Airplane has 2 lavatories.
- "Minimal" baggage from passengers
- Performance is calculated by airplane. I verified and briefed with Scott.
- Hasn't used Foreflight in the jet but brought it along.
- Said fuel was at 20,500 displayed on FMS. Planned to land with 3,000.
- Flaps were FS2, which were input in FMS.
- MFD airspeeds are amber then turn green with checklist entries.
- I remember airspeeds were green, verbalized with PIC "Green" or actual speeds?
- No "NO TAKEOFF" caution/warning messages.
- Said "well within availability of the aircraft."
- W&B on file with flight planning agency/company has info on file, we review, and FMS backs it up, if it's out of parameters it kicks it out.