

01/30/2017

Daniel Boggs: NTSB Air Safety Inspector

Dear Mr. Boggs:

This statement is my revised statement regarding the accident which occurred on July 22, 2016 at [REDACTED], Lake Alfred, FL. 33850, involving N87570, a Republic RC-3 amphibious aircraft.

Due to the fact that both the pilot and passenger were in the hospital, it was a week prior to the ASI contacting the husband. The wife remained in the hospital for more than three (3) weeks. Very little information was obtained from the wife as she has not been available for an interview. Most of the information came from the police and eye witnesses.

The ASI introduced himself to the Lake Alfred Police Chief and the Polk County Sheriff Detectives already on the accident site. Following an impact of the left wing with a tree, the A/C ended up in an area of about twelve (12) feet between a chain link fence and a stand-alone garage structure with the right side of the elevator embedded into the roof of the garage(see sheriff's pictures). The right wing of the A/C was bent back behind the fuselage and badly sliced by the pusher blades of the rearward mounted Lycoming engine.

The A/C's fuselage was on its right side with the damaged left wing pointed skyward indicating damage about left of center showing an impact point where it collided with the tree. This impact with the tree possibly contributed to the occupants surviving the accident.

When the A/C impacted the structure, the right wing was bent backward and sliced through by the blades of the propeller. The fuel tank of the A/C is located below the engine compartment and possibly prevented a fire following the crash impact. All engine switches had been turned to the off positions. Fortunately there was no fire following the impact. the salvage company arrived and removed the A/C from the accident site following the removal of the wings and several components. Fuel samples were taken by one of the ASI personnel of the Orlando office to check for contaminants. Only aviation fuel remained in the tank.

Due to the passing of the husband within ten (10) days of the A/C accident, the NTSB recategorized it as a fatal accident. The NTSB has reconsidered performing an engine run when Lycoming and the NTSB can arrange a mutual date to conduct it. The FAA will have a Maintenance representative present at that meeting.

Marco A. Grillo: Aviation Safety Inspector

ASO FSDO 15, Orlando, FL.