



MEMORANDUM for RECORD

Ralph E. Hicks
Senior Air Safety Investigator
Eastern Region Aviation

Date: March 14, 2017
Person Contacted: Mr. Dale Fish – Pilot of N410BC
NTSB Accident Number: ERA17LA070 – Ormond Beach, FL

This investigator interviewed Mr. Fish by telephone. He reported the following:

- Mr. Fish was the pilot of N410BC, a Beech A36 that crashed at Ormond Beach, FL on December 17, 2016.
- Mr. Fish described his injuries. He was in the hospital for one day. He had stitches in both knees; the left knee struck an instrument panel switch and the switch went into his knee. He also suffered a collapsed lung. No broken bones.
- He stated that he holds a private pilot, single engine land certificate, with instrument rating. He is not an instructor. He estimated his total flying time as 1,500 hours, including 1,000 hours in the A36.
- Mr. Fish was asked if he held a current FAA medical certificate and he replied, "no." He was asked why he did not have a current medical and he responded that the FAA revoked it. "They claimed I had an alcohol problem. I never had a DUI." He was asked what event precipitated the revocation, and he replied that he had a loss of consciousness event in 2001. He also stated that he was "...tired of spending \$20,000 to get it (his medical) back."
- Mr. Fish stated that the aircraft maintenance records and pilot logbooks were in his possession, locked up in a safety deposit box. I explained that the NTSB has primacy over the investigation and we would need the pertinent information from his logbooks.
- Mr. Fish stated that he never received an email from the NTSB requesting completion of the NTSB form 6120.1 (Accident Report). I informed Mr. Fish that I sent the form to him by email on two occasions.

- Mr. Fish described the accident sequence. He was flying around the Deland area, at 1,200 feet, just “tooling around.” He is a builder by trade and was looking at property. The engine suddenly stopped. He was not out of fuel; he was on the right tank and had 40 gallons in the right tank. He did not exhaust the fuel from the left tank. He did not have time to complete a restart, so he decided to put the airplane down in a field. He did not turn on the fuel boost pump, but he wished that he had. He left the gear up to keep from flipping over.
- Mr. Fish was asked when he last consumed alcohol prior to the accident, the he responded, “I don’t drink.” I rephrased the question, asking him if he consumed alcohol prior to the accident, and he replied, “No.”
- Mr. Fish was asked why he did not show up for his appointment with FAA Inspector Gonzalez, and he replied that he called him and told him he could not make it. He needed to keep working, making money as a builder.
- Mr. Fish stated that the airplane was current and within its annual inspection. He could not provide specifics, stating that his logbooks were “in a safety deposit box.”
- I informed Mr. Fish that I would reattempt to email him the NTSB form, and I would also mail him a hard copy. He provided his email address and I confirmed that it was the same address that I had used previously to send the NTSB forms.