



MEMORANDUM for RECORD

Ralph E. Hicks
Senior Air Safety Investigator
Eastern Region Aviation

Date: February 2, 2018
Person Contacted: Mr. Bryant Nunley – Pilot/Owner of N269HJ
NTSB Accident Number: ERA17LA220 – Baker, Florida

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

- Mr. Nunley was preparing for a local flight as part of the 40-hr phase I flight test period. The airplane had accumulated a total of 12 hours at the time of the accident. He had flown all the hours on the airplane.
- He suffered some broken bones, but was otherwise “OK.”
- The airplane max gross weight was 1,100 lbs. The seats were equipped with 3-point harnesses. There were 10 gallons of 100-LL fuel on board.
- His total time was 2,000 hours, including 500 in “ultralights.”
- He was planning to get his sport pilot certificate, but had not. The flight check had been cancelled 3 times, twice for weather and on the third attempt the check airman had to cancel.
- He performed an uneventful engine run-up and taxied to the end of the runway for takeoff.
- The run-up and initial climb proceeded normally until about ½ way down the runway. The engine “sputtered and hesitated.”
- He was past the point where he could land on the runway, so he looked for a place to put the airplane down. There was “nowhere to land.” There were trees and powerlines in the vicinity.
- He made a right turn and avoided houses. The wind was out of the north and pushed the airplane to the left. He steepened the turn but needed more power.

- The engine never stopped running. He left it running in case he needed the power to land. There was a loss of power. He did not recall the crash.
- Mr. Nunley stated that he would complete a NTSB Form 6120.1.