



MEMORANDUM for RECORD

Millicent Hill
Air Safety Investigator
Eastern Region Aviation

Date: July 8, 2017
Person Contacted: FAA Inspector Scott Strickland
NTSB Accident Number: ERA17LA237 – Bartow, FL

This investigator interviewed Mr. Strickland by telephone and email. He reported the following:

- The right wing exhibited evidence of structural damage in several locations. The engine firewall and fuselage area behind the firewall exhibited crush and deformation damage. The right wing main landing gear and the nose gear were broken off.
- The pilot had reported his seat belt had failed during the crash allowing him to impact the instrument panel with his arm and leg. Examination of the pilot seat belt assembly revealed no evidence of webbing failure or separation. The belt tongue plate exhibit some surface wear near the tip end that appeared to be from insertion and removal from the buckle latch.
- Both propeller blades were bent aft nearly 90 degrees, around the engine cowl. No attempt was made to run the engine due to this blade damage.
- The propeller was rotated by hand, and valve train continuity and timing was verified. All cylinders developed comparable compression (verified by placing a thumb over a spark plug hole with that plug removed).
- All of the spark plugs electrodes and insulators were observed to be free from any significant deposits, and the light deposits that were present were a light grey or tan color.
- Ignition spark from the impulse coupling on one of the magnetos (with the mag switch on) was observed for each cylinder in proper sequence following the compression stroke for each of those cylinders.
- The fuel sump bowl drain valve was missing had apparently been broken off during the accident. No fuel was found remaining in the bowl. The interior of the bowl and filter screen were essentially clean with only a miniscule amount of debris visible.

- An estimated 3 to 4 ounces of clean fuel was drained from the carburetor bowl. The fuel had the appearance and odor of 100 LL. Further inspection of the carburetor did not reveal any.
- Several gallons of fuel were found remaining in the right fuel tank. The left tank was empty and there was a puncture hole observed in the wing along the lower leading edge of the wing near the wing root. (One of the initial responders to the scene reported that fuel was pouring out of the left wing when he arrived.)
- Both the induction and exhaust systems for the engine were observed to be free from any obstruction or blockage other than crush damage caused by the accident.

Attached is Inspector Strickland's records of telecons.

Record of Telecons

Re: N6682U at Bartow, FL (BOW) on 7/8/2017 at 0755 EDT (page 1 of 2)

7/8/2017 @ 0835:

ASO ROC initial notification: N6683U, BE-23 Beech Sundowner. During takeoff on runway 9L, the engine lost power and quit about 50-75' AGL. The airplane subsequently landed hard off the end of the runway in a grass area. There were 2 SOB. The pilot reportedly sustained minor injuries, but both occupants were out of the airplane and walking around after the mishap. The pilot's name is Roy Hall and his phone number is [REDACTED]

7/8/2017 @ 0845:

Kevin at Bartow Airport Operations [REDACTED]: Witnesses reported hearing the engine quit shortly after takeoff, before the airplane got to the tree line. The occupant injuries are unknown, but EMS did respond to the scene. Some fuel was observed leaking out of the airplane on to the ground by first responders when they arrived on scene. The damage to the airplane appears to be substantial.

7/8/2017 @ 0905 (approx.):

Lt. Roberts, Polk County Sheriff's Office (PCSO), phone # [REDACTED] The pilot sustained minor injury consisting of a small cut. He was also reporting chest pain. The aircraft sustained wing damage and a bent propeller.

7/8/2017 @ 0920:

Deputy Arman, PCSO Aviation Unit, phone # [REDACTED] The propeller and right wing were damaged. The right landing gear was broken off and nose strut was collapsed. Deputy Arman removed the fuel tank caps when he looked at the aircraft and saw that the right wing tank is about ¼ full. The left fuel tank is now dry, but fuel was observed pouring from the left wing right after the mishap by first responders. Tom Bartow and Roger Cheshire from the local FBO Bartow Flying Service were reportedly first on scene after the mishap. The PIC's name is Roy Lee Hall, DOB [REDACTED] His address is [REDACTED] Auburndale, FL. His phone number is [REDACTED] His injuries consist of a cut on one of his hands and a cut on his right shin. His wife Sandra Hall was the passenger and she was not injured. The PIC went to the local hospital after the mishap to be checked out.

The PCSO case number for this mishap is: 2017-311-81. The primary deputy on the case is Deputy Paul, phone # [REDACTED] Deputy Arman e-mailed 10 pictures to me of the aircraft at the scene showing the damage after our telecon.

Record of Telecons

Re: N6682U at Bartow, FL (BOW) on 7/8/2017 at 0755 EDT (page 2 of 2)

7/8/2017 @ 1010:

NTSB – Aaron McCarter (via ROC). I gave a synopsis to him of what was known about the mishap up to this point, and forwarded the pictures I had obtained from Deputy Arman to him via e-mail [REDACTED]. He agreed that the damage meant that this mishap would be classified as an accident, and that he would assign an IIC to it by Monday and get back to us with an NTSB investigation number. He also agreed that it would be okay for the aircraft to be removed from the scene for later inspection.

7/8/2017 @ 1600:

PIC Roy Lee Hall, phone [REDACTED] (e-mail: [REDACTED]): Mr. Hall reported that the initial takeoff was normal. At about 200-300' AGL, the engine suddenly lost power. He then switched tanks and the engine seemed to momentarily surge then quit again. The airplane was too low to turn around and too high to land back on the runway before the end. The airplane hit hard off the end of the runway and came to a stop.

When asked about fuel on board at the beginning of the flight, he responded that there was about 20 gallons of 100LL fuel in each tank. He sumped both fuel tanks right before the flight and observed no water or other contamination.

When asked about recent maintenance and recent flight time, Mr. Hall stated that the airplane just had an annual inspection at Aircraft Engineering at Bartow about a week earlier, and had flown on four flights and accrued about four to five hours of flight time since then.

At the conclusion of the call, I advised Mr. Hall that inspection of the airplane to determine the reason for the power loss would likely take place in the coming week once arrangements were made. I also obtained his e-mail address and later sent an e-mail to him requesting additional information needed to complete FAA Form 8020-23. A copy is attached to this telecon record.

7/8/2017 @ 1616:

Deputy Paul, PCSO #7856, phone # [REDACTED] He advised that the aircraft had been removed from the scene and secured in a hangar at Bartow. Bartow airport office can be contacted at [REDACTED] for the exact location and access to it. A copy of the case report # 2017-311-81 can be obtained by contacting the Polk County Sheriff's Office during the week at [REDACTED]

[REDACTED]
/ Scott Strickland, ASI
Orlando FSDO