

Inspector Statement

September 11, 2019

Met with Rick Renfroe [REDACTED] at his hangar (I-5) on the Northwest Florida Beaches Airport (KECP) at 6PM concerning N3555R which was involved in an incident at the KECP airport on September 10, 2019.

Mr. Renfroe stated he is a student pilot, had previously started lessons in the early 2000's at the Panama City airport (PFN) but stopped when the flight school went out of business. He recently re-started his lessons after he purchased N3555R, a Beechcraft A23 Musketeer based at KECP. Mr. Renfroe stated he was flying with his instructor, Joan Everitt [REDACTED] on the day of the incident and the weather at the time was clear with crosswinds, they were practicing landings on runway 16, executed a go-around due to the crosswinds while using flaps and then were attempting a No-Flap landing when the incident occurred. Mr. Renfroe stated there were no mechanical issues with the engine on take-off, in the pattern, or with the go-around before the incident. Mr. Renfroe stated the approach was normal but when he went to add power due to being a little low the engine did not respond, he pulled the throttle back and his instructor told him to immediately push it back in to add power, he pushed the throttle back in but still no response from the engine even though the prop was turning. The aircraft touched down short of the runway in the grass, bounced onto the asphalt and hit one of the approach lights then rolled to a stop a short distance down the runway. He stated he contacted the tower and advised them the engine had quit and asked if he should try to re-start the engine but was advised by ATC that ground crews were already on the way to tow the aircraft off the runway. The aircraft was towed back to his hangar, he parked the plane in the hangar, and then he contacted maintenance personnel to inspect the plane since the right main landing gear was bent inward towards the fuselage.

Mr. Renfroe stated no maintenance had been done since the incident other than maintenance personnel opening the inspection panels near each landing gear, and no troubleshooting has been completed to determine why the engine had quit. Fuel samples were taken and no contaminants were found.

I talked to Sherie Stafford from DC Aviation [REDACTED] located on KECP who opened the inspection panels next to each gear to inspect the damage, she advised it appeared the right side spar may be bent, upper and lower areas of the right wing were buckled, and the right gear fairing is buckled, and the left wing is wrinkled where the gear assembly is attached and may have additional damage to the left spar. No further disassembly has been completed at this time. Due to the amount of damage and hours/parts required for the repair Mr. Renfroe advised they were planning on purchasing serviceable wing assemblies.

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