

Tommy Barraza



Via Email January 15th, 2020

Randy E. Ryhal
Aviation Safety
Designee Focal Point - Airworthiness
Principal Maintenance Inspector - AFG-600-SO35
[Redacted]
Tampa, FL 33609-3416

Dear Inspector Ryhal,

On January 14th 2020 I completed a normal pre-flight of N78BM, loaded up, started aircraft and requested taxi to runway 7 with intentions to fly to KORL. Prior to calling ready for departure I accomplished an engine run-up with no anomalies and prepared the aircraft for takeoff. Tower requested we use D2 intersection, which I declined and stayed at D1 in order to have more available runway on the take off roll.

Entered runway 7 when cleared for takeoff, held brakes and brought the power up. All indications showed normal, I released brakes and the takeoff roll commenced. The first part of the takeoff roll was normal but I then noticed a sudden lack of acceleration, with airspeed not increasing past 60 knots. It was at this time I called for an aborted takeoff, brought power to idle and applied maximum brake pressure. It was clear that aircraft would have not been able to get airborne and a rejected takeoff was necessary.

The rejected takeoff led to a runway excursion at the end of runway 07. Aircraft was maintained down center line of the runway and came to a stop against a brush area prior to a rock embankment by the water. Completed engine securing / shut down, aircraft power down and proceeded to evacuate the aircraft.

There were no injuries sustained by anyone, and no damage to airport property outside of the crushed brush vegetation.

Sincerely,



Tommy Barraza
N78BM

Michael Drapikowski
[REDACTED]
[REDACTED]

January 16, 2020

Kevan Ross
Aviation Safety Inspector
Federal Aviation Administration

VIA ELECTRONIC MAIL ONLY

RE: PASSENGER STATEMENT - N78BM

Dear Mr. Ross:

On Tuesday, January 14, 2020 I was one of two passengers along with Pilot Tommy Barraza scheduled to depart Albert Whitted Airport bound for Orlando Executive Airport on N78BM. I was the passenger seated in the front right seat of the aircraft. Prior to entering the aircraft, I observed Mr. Barraza check the weather along our route, file an IFR flight plan, and complete a preflight inspection of the aircraft.

As we entered the aircraft I witnessed Mr. Barraza complete a normal engine startup, enter GPS coordinates and airport frequencies prior to obtaining clearance to taxi to runway 7 via Delta 1. While at Delta 1 at runway 7, Mr. Barraza completed an engine run-up, checking the flight controls, propeller and magnetos check. All instruments were normal and there was no indication of an abnormality during the run-up process. During the run-up, another aircraft positioned themselves in front of us, Mr. Barraza contacted tower for takeoff clearance and was asked if he could accommodate a left 180 turn to Delta 2 for takeoff at runway 7. Mr. Barraza stated, "He would prefer to wait for Delta 1 at runway 7". The tower controller requested the aircraft in front of us to enter runway 7 and make a left turn onto Delta 2 so we may enter runway 7 at Delta 1. Once the other aircraft was clear of runway 7, we were cleared for takeoff.

Mr. Barraza entered runway 7, positioned the aircraft on the center line, applied brakes, full throttle, and released the brakes for takeoff. As we accelerated down the runway, Mr. Barraza noted a lack in acceleration and made the decision to abort the take off. He immediately pulled the power to idle, applied brakes, and notified the tower controller we were aborting takeoff. The aircraft continued down runway heading and came to rest at a vegetative patch/rocks. Next, Mr. Barraza shut off the engine, the master switch and confirmed that Mr. Jones and myself were unharmed. Mr. Barraza then assisted us in exiting the aircraft.

Sincerely,

[REDACTED]

Michael Drapikowski

Kyle O. Jones



January 16, 2020

Kevan Ross
Aviation Safety Inspector
Federal Aviation Administration

VIA ELECTRONIC MAIL ONLY

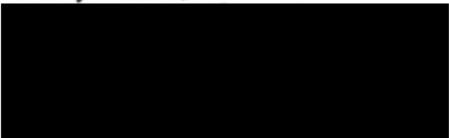
RE: PASSENGER STATEMENT - N78BM

Dear Mr. Ross:

On January 14, 2020, I was the passenger seated in right rear seat traveling with Tommy Barraza in the aircraft referenced above. First and foremost, I want to confirm that I am not injured. Prior to the flight, I witnessed Mr. Barraza conduct a pre-flight check. Upon starting the aircraft, Mr. Barraza received clearance to taxi to Delta-1, where he completed an engine run-up. During the engine run-up, I observed Mr. Barraza referring to a checklist, increase power, test the magnetos, switch the propeller setting for takeoff/climb, look at instruments, and move the flight controls. Nothing unusual was observed. Mr. Barraza then contacted Tower and advised he was ready for departure. Another aircraft pulled in front of N78BM, Tower asked if N78BM was able to make a 180 and use Delta-2. Mr. Barraza declined and stated he would rather wait for Delta-1. Tower advised the other aircraft to taxi down runway 7 and exit at Delta-2. Tower cleared N78BM for takeoff on runway 7.

Upon entering Runway 7, Mr. Barraza lined up with the center line, applied the brakes, increased power, then released the brakes. The aircraft began to accelerate down the runway. As we traveled down the runway, I noticed that the acceleration deteriorated. I look forward and saw the airspeed was only 60-knots. Mr. Barraza advised "we're not going to make it aborting take off!" he immediately pulled power to idle and applied the brakes, we passed the end of the runway, through the grass and came to halt on the breakwater rocks. Mr. Barraza turned and looked at me and asked if I was okay and if I had any injuries, I stated that I was ok and did not have any injuries. I asked if he turned the engine off, he stated that both the engine and the Master Switch were turned off. Mr. Barraza opened his door, then attempted to open the passenger door without success. Mr. Barraza exited the aircraft, followed by Mr. Drapikowski and then myself.

Many thanks,



Kyle O. Jones

From: [Gary Thibodeaux](#)
To: [Ross, Kevan R \(FAA\)](#)
Subject: Re: 78BM
Date: Thursday, January 16, 2020 6:27:27 PM

Kevan,

On Jan 14th I was down at the fuel farm receiving a load of Jet A fuel. Upon return to the FBO, I noticed N78BM at the FBO tie-down doing what seemed to be a run-up. I don't recall how long the plane was at tie-down but it wasn't an abnormal amount of time. The weather seemed calm and not much wind at the time. I watched N78BM taxi to I believe was A1 to take off on Runway 7-25. N78BM then proceeded to make its way down the runway until they were basically out of site, which in my opinion once you get out of site from where i was standing there is not much runway to go. I did not notice them lift off and immediately got a bad feeling. I went into the break room in the FBO and grabbed the ICOM radio which we can monitor ground and tower to listen for any radio traffic. Not even 1 min later we got word of there has been an accident and that N78BM has crashed. I was not involved in the recovery process of N78BM. I only directed the recovery crew where to place the aircraft on Charlie tie-down.

On Thu, Jan 16, 2020, 9:52 AM Ross, Kevan [REDACTED] wrote:

Good Morning Gary,

Thank you for speaking with me yesterday regarding N78BM. I would like to request a written statement from you regarding what you witnessed. Thank you in advance for your time and feel free to call or email if you have any questions.

Kevan R. Ross

Aviation Safety Inspector

Tampa FSDO SO35

[REDACTED]