

2 March 2020

MEMORANDUM FOR THE RECORD

From: Summerland Key Cove Airport Company Vice President and Airport Manager

Matt Stettner

Summerland Key, FL

Subj: EVENTS SURROUNDING MISHAP ON 25 JANUARY 2020

1. On 25 January 2020, approximately 3-5 min after the Mishap Aircraft (MA), Beechcraft A36 Bonanza N41VK, came to rest on the property of 16 Airport Drive South, I arrived on the scene and dispersed the gathering crowd. Upon approaching the MA, I found the Mishap Pilot (MP), Mr. Raymond Crawford, to be sitting unstrapped in the right front seat of the MA cockpit. He was a bit shaken, but otherwise uninjured and unimpaired, both mentally and physically. I asked the MP if he was ok and/or required an ambulance. He declined the ambulance and assured me he was ok. I asked the MP what happened, and he said, "I couldn't pull it off the ground." I asked, "what do you mean you couldn't pull it off the ground?" The MP replied, "I couldn't pull the yoke back; it must have been the control lock or something." At this point, I noted the control lock, iPad and Stratus ADS-B receiver sitting on the wingwalk of the starboard wing, and I took a picture. At no point did I observe the control lock installed in the MA or in the cabin of the MA on the date of the Mishap. I did not observe the plastic tub (in which I later found the control lock stowed in the aft baggage compartment) outside the aircraft or in the cockpit.
2. The MP climbed out of the MA, and, as he stepped off the wing, I looked back to see the elevator trim in an odd position. I looked in the cockpit of the MA and found the trim to be 12 degrees Nose Up. I asked the MP why the trim was set so high. The MP answered, "when I couldn't pull the yoke back, I tried to roll the trim up to take off." At that point, I stopped asking questions of the MP and focused on observing the mishap scene and coordinating the removal of fuel from the aircraft in preparation for transport the next day. The MP left in his own vehicle after speaking with the Monroe County Sheriff's Deputy, the Florida Highway Patrol and the FAA Inspector.
3. On 26 January 2020, a group of local pilots utilized a forklift crane to transport the MA to one of the tiedowns at the Mishap Airfield (MAF). Once supported and secured to the tie downs, I stumbled upon the control lock in the plastic tub in the aft baggage compartment of the MA, and I installed it to prevent further damage before locking the MA. When I installed the control lock, I noted:
 - a. The plastic throttle covers were broken off (and appeared to have been broken off for quite some time).
 - b. The home-made iPad mount on the MA's yoke crossbar completely obscured the control lock's red warning flag from a pilot's field of view. Installing an iPad on this mount would only make this problem worse.

- c. The control lock can be partially installed to restrict elevator control while still allowing full aileron control.
4. On 31 January 2020, I met with the MP's insurance company representative. He took multiple photographs, and, during his inspection, he moved the yoke through its full travel, and we noted a sound that appeared to indicate interference with the elevator control mechanism. The insurance representative removed the dashboard, and we both observed the defrost duct interfere slightly with the yoke scissor mechanism behind the instrument panel. This did not appear to restrict movement when we examined it, but it would be difficult to say with certainty that this did not restrict the movement of the yoke on the date of the Mishap. The wire of the defroster duct SCAT tubing is also threaded through the lightening holes in the scissor mechanism. After noting this, I reinstalled the dashboard and the control lock and locked the MA.
5. Shortly after the Mishap I measured the distances in question on Runway 30 at the MAF, and there are approximately:
- a. 1692' from brake release to the first skid mark.
 - b. 631' from initial braking to apparent left main tire failure.
 - c. 1001' from initial braking to first impact of right wing into the trees on the shore of the canal.
6. All statements concerning my observations and the statements and actions of third parties included herein are true to the best of my knowledge.
7. Please don't hesitate to contact me should you require further information at [REDACTED] or [REDACTED]

Sincerely,

[REDACTED]
Matt Stettner
Summerland Key Cove Airport Company
Vice President and Airport Manager
A&P [REDACTED]