



Inspector Statement

On 01/25/2020 at 16:56 (local time), I received a phone call from SO19 Manager Mr. Sergio Lopez concerning an aircraft crash at Summerland Key Cove Airport, Summerland Key, Florida (FD51). I was given the aircraft Information as a Bonanza A36, N41VK that ran off the end of the runway into the trees. The pilot information is Raymond Crawford, Certificate Number 2751054.

I arrived at the airport at approximately 17:15 the airport is a private field with houses on each side of the airport. The aircraft crash was located at the northwest corner in the trees of the last house on the street. There was a Florida State Trooper at the scene along with a couple guys who were defueling the aircraft. I asked who was the pilot and told he would be back in a few minutes.

I inspected the aircraft and scene, there were skid marks on the pavement turning left toward the crash site. The aircraft was resting left wing down, the propeller into the trees adjacent to the canal at the end of the runway, left fuselage against the trees in the front yard, right wing was elevated in the air. I took pictures of the exterior and cockpit of the aircraft then started to investigate the accident.

I spoke with Mr. Matt Stettner the airport manager, he provided me with a video that some residents on the field had taken. He also provided some pictures he had taken prior to my arrival.

When Mr. Crawford, the pilot arrived I asked him what happened he gave me a verbal statement. I gave him a business card and asked him to provide a written statement, flight hours and airframe hours via email. He provided the following statement:

" At around 3:20 pm on January 25th I performed the preflight on the aircraft. After the preflight on the aircraft I started the aircraft. After a short partial warm up I moved the aircraft from the field that it was sitting in to just short of the runway (FD51). I radioed that I was preparing to take the runway (12/30) to back taxi to the approach end of 30. I accessed the runway and back taxied to the runup area of 30. I performed the run up and checklist. I radioed that I was taking runway 30 for departure. I taxied into position and pushed the throttle forward, After the engine had full power I released the brakes commencing my take off roll. As the aircraft gained reasonable airspeed I noticed that the aircraft was nosing down some. I pushed the trim wheel up a little to assist to bring the nose up. Indicated air speed was 85 knots at this time. I pulled back on the yoke and had considerable resistance. I pulled once again and it still provided resistance. At this time I went to full braking and pulled the power. However there was insufficient runway left to stop the aircraft. As the end of the runway (canal) came up I continued full braking and went to hard left rudder to avoid the water and hopefully continue to scrub off the rest of the speed. Though the aircraft slowed, I was unable to stop the aircraft prior to it coming in contact with some small trees just West of the end of the runway".

I inspected the flight controls, I could not move the ailerons much because of the aircraft position and damage to the flight control surfaces but they did move. The elevator moved but I didn't get to aggressive because of the aircraft position. The elevator did not have any damage. The rudder could not be moved due to the nose gear position.

I contacted Sergio Lopez and the NTSB com center and provided the information I had gathered to this point. I told the airport manager they could move the aircraft to the airport parking area. He stated he would move it on Sunday morning 01/26/2020 and put the aircraft on jacks. I asked him to notify me once it was there because I wanted to do another flight control continuity check once the aircraft was on jacks. Mr. Crawford said he was going home to Deerfield Beach and the airport manager would have the aircraft keys if I needed access.

01/26/2020 I received a text stating the aircraft was on jacks. I replied I would stop on Monday 01/27/2020 for my inspection.

01/27/2020 I met the airport manager at the aircraft. I took a couple more pictures, then proceeded to inspect the flight controls. I was mainly focused on the elevator due to the rotation (lift) problem. The elevator moved freely without any resistance. I told the airport manager this didn't make sense, he stated yes it does "he had the control lock in". He went on to say that when Mr. Crawford exited the aircraft, Mr. Crawford said I don't know what happened if it was the cables jammed or control lock I just don't know. I stated I did not see a control lock when I arrived to the scene. The airport manager Mr. Stettner said I didn't either but it was odd Mr. Crawford mentioned the control lock. I had Mr. Stettner pull on the yoke as I watched the elevator it moved freely with the controls. He inserted a control lock pin from his Bonanza, I took pictures of the elevator position with the control lock installed. I then compared the position to the aircraft video, the surfaces seemed to be in the same position.

01/29/2020 Mr. Stettner found the control lock in the back of the aircraft he sent a picture with it installed. The pin is missing a piece at the bottom to prevent starting the engine. It has a small "remove before flight" flag/placard which is hard to see. Also the aircraft has a makeshift bracket with Velcro to hold Mr. Crawford's iPad. Reviewing the picture with the control lock installed, if an iPad was attached to the Velcro bracket there is no way to see if the control lock is installed or not from the pilot's seat.

Conclusion: There is no evidence to indicate any maintenance or mechanical failure. [REDACTED]

[REDACTED]
Donald H. Casto
Aviation Safety Inspector
PH: [REDACTED]

01/30/2020
Date