

## *Inspector's Statement*

On 12/11/2020 at 9:00 am CST I met with Pilot William Morris Tindall at AMS FBO, Peter Prince Airport, Milton, FL. AMS Pilot School Chief Instructor Christopher Schultz was witness to the interview of Mr. Tindall and the aircraft damage assessment of N78329. Upon meeting Mr. Tindall, I advised him that I was investigating the circumstances of the incident that happened on 12/6/2020 at 13:45 CST and involved him as pilot-in-command of PA-23-250, N78329. I gave Mr. Tindall a copy of the FAA Compliance Philosophy Brochure and Pilot's Bill of Rights and requested that he sign a written receipt that he had been given this document. Mr. Tindall asked if he needed to have his lawyer present. I responded that it was his choice to do so or not. Mr. Tindall stated that he would continue with the interview and see how it went.

We went to look at the airplane, N78329 parked on the ramp near the FBO. I took pictures of the damage to the left wing to include a large hole the size of a grapefruit and multiple dents in the leading edge of the wing. I photographed the bent left propeller blades and the oil on the left side of the fuselage. I took pictures of the cockpit. While in the airplane, I requested the airworthiness certificate from Mr. Tindall. He stated it was in the glove compartment and said I could retrieve it from there. I opened the glove compartment and noted a number of personal items. I did not see the airworthiness certificate laying in there. I advised Mr. Tindall that I did not want to dig through his personal items and asked him to provide the airworthiness certificate. Mr. Tindall removed the glove compartment box from the panel and went through it. He was unable to provide the airworthiness certificate.

We returned inside to a conference room to review the aircraft logbooks and any documents Mr. Tindall was able to provide. I asked Mr. Tindall if I could record the interview and Mr. Tindall agreed. I began recording the interview and the following is a summary of the recording:

Mr. Tindall stated his full name and that he agreed to be recorded for the interview. I advised Mr. Tindall that the NTSB reviewed the photographs that were taken by witnesses who were at the airport when he ran off on runway 18 on 12/6/2020. The NTSB determined that the aircraft had substantial damage as a result and the event would be classified as an accident.

I then asked Mr. Tindall if he had an airworthiness certificate in the aircraft documents he brought with him. Mr. Tindall stated that he recently had an annual inspection completed on the airplane and that the airworthiness certificate could possibly be in there. I requested Mr. Tindall to show me the annual inspection entry in the logbooks. He handed me the airframe and engine logbooks and said it should be in there. I asked if it would be the most recent entry in the logbooks and he stated it should be but he did not look at the logbooks after the inspection. I opened the airframe logbook to the last page and stated to Mr. Tindall that the last entry in the logbook was dated March 2015. I then asked if they had given him any stickers or paperwork after completing the most recent maintenance. He stated he picked up the logbooks when they gave him the airplane back after the annual. I asked who that was and he thought for a moment and said Suzie. He did not know her last name but then said she was at Skywarrior. He was unable to produce any paperwork that indicated that an annual inspection had been completed on the airplane recently. He did offer to show me cancelled checks for the maintenance performed. I advised him that cancelled checks do not serve as a logbook endorsement for an annual inspection. He said they, meaning Skywarrior, worked on the airplane from December 2019 to June 2020.

The only recent paperwork among the aircraft documents pertained to some radio work that had been done by Dan French. I asked Mr. Tindall again to provide the paperwork indicating that Skywarrior completed an annual inspection. Mr. Tindall stated that he assumed they provided it to him. He stated he has owned many airplanes and always assumed they made the entries they were supposed to make. He said he does not pay attention to what the mechanics write in the logbooks. I asked Mr. Tindall if he had

a work order or invoice from the inspection. He said he might have an invoice somewhere and he has cancelled checks showing he paid them \$20,000 for the inspection.

I pointed out to Mr. Tindall that the airplane did not show an annual inspection completed for a number of years. Mr. Tindall stated that the airplane was maintained for the last 30 years by Chip Maypoles in Pace, FL. I showed Mr. Tindall the last entry in the logbook signed by Mr. Maypoles showing that the annual inspection was not completed and that the airplane was in an unairworthy condition and a list of discrepancies had been given to him by Mr. Maypoles. Mr. Tindall handed me some documents indicating that the propeller had been overhauled and reinstalled in 2014 but these were merely receipts for work done and showed compliance with an Airworthiness Directive.

We then discussed his pilot certificate and asked if he had his pilot certificate on him now. He said no, that his wallet was stolen a few years ago and he never got a replacement pilot certificate. I asked Mr. Tindall if he had a multiengine rating. He stated that he went to a three day training course in the 1970s at a school in Addison, Texas called American something and that they sent the paperwork off but he never got anything back.

I then asked if Mr. Tindall could provide me with a current medical certificate. He said no, he did not have one. He stated that he gets a medical exam every year for his CDL. I advised Mr. Tindall that the medical exam for the CDL does not substitute for an FAA medical exam. I asked him again if he had an FAA medical certificate and he stated no, he did not have one.

I then asked Mr. Tindall if he had a record of completing a flight review in the last 24 months and he stated that he does not keep a pilot logbook. He stated that he had a flight review about 18 months ago at the Foley Airport but does not remember who gave him the flight review. I advised Mr. Tindall that I had checked with the Foley Airport and there is no one that I could find who has given him a flight review in the last 18 months. Mr. Tindall stated that he took the flight review in the Aztec, N78329 and it's the only airplane that he ever flies. He has never had a check ride in any other airplane but this one.

I advised Mr. Tindall that he had numerous non-compliance issues from a lack of airworthiness certificate, no recent flight review, no record of a recent annual inspection, no medical certificate, and no record of having a multiengine rating. I stated that I was not sure where the investigation would lead because there are so many issues. I asked Mr. Tindall why he stopped getting a medical certificate after 2015. He stated that he has a commercial driver's license and has to get a DOT physical every year. That physical is more comprehensive than what is required by the FAA and so he knows that he is medically qualified to fly because he can pass a DOT CDL medical exam. Mr. Tindall also stated that he flew in the Air Force and they kept all his flight records so he did not bother with it once he got out because he had no desire to fly for the airlines. He just never kept up with a logbook.

I then began to photograph some of the airplane maintenance documents. I was unable to find an airworthiness certificate among the documents. Mr. Tindall stated that the airplane had been imported from Canada years ago and that he purchased the airplane from the DEA. He stated that he had been ramped inspected many times in years past because the N-number regularly alerted federal agents.

I advised Mr. Tindall that I had spoken to Susie Duncan at SkyWarrior Maintenance facility and that she had told Mr. Tindall that he needed to have the left engine and propeller overhauled because the left engine was "eating itself up." Mr. Tindall stated he did not remember that. I advised Mr. Tindall that Susie Duncan had released the airplane documents after Mr. Tindall paid the bill but they did not complete the annual inspection and had not returned the airplane to service. Mr. Tindall stated that he had paid his bill and assumed the work had been completed. I asked Mr. Tindall some questions about entries in the aircraft records and he was unable to answer any of them, such as when was the last annual inspection and has the tachometers ever been changed out. He kept saying he had no idea.

Mr. Tindall stated that when he received the invoice, he assumed the work was complete so he assumed the annual was done. We then discussed that the responsibilities of the pilot and the airplane owner to determine that the proper inspections are complete and the airplane is airworthy before flight.

I continued to review various loose documents among the pile of aircraft records that Mr. Tindall provided. Although the aircraft logbooks showed maintenance performed various times going back to 2011, there was no evidence of an annual completed and the airplane returned to service. Every entry reviewed stated that a list of discrepancies was given to the owner. Mr. Tindall was unable to produce any documents indicating that an annual inspection had been completed in the last 10 years although the airplane tachometer entries indicated that the airplane had flown approximately 17 hours in that time period.

I asked Mr. Tindall when was the last time he had flown the airplane prior to taking it to Skywarrior this past summer. Mr. Tindall stated that the airplane has been in Pensacola for years and is a hangar queen. I then asked Mr. Tindall if the airplane had ADS-B installed in it. He said that it does now because Mr. French here at Milton just installed it. I asked him how he operated in the Class C airspace when he departed Pensacola without ADS-B equipment. Mr. Tindall stated he used a transponder and just contacted the tower to fly to Milton. He stated that was why he brought the plane to Milton, to get ADS-B installed. I asked if he advised the tower that he did not have ADS-B equipment and he said no, he did not and they did not say anything about it.

Mr. Tindall stated that the airplane has been in Pensacola for the entire time he has owned it, except for about 6 months. I asked Mr. Tindall again when he had last flown prior to bringing the airplane to Milton. Mr. Tindall stated he had flown it a number of times doing only pattern work. Mr. Tindall stated that he used to fly with his brother but his brother passed away 3-4 years ago so he doesn't fly much any more.

Mr. Tindall then offered to drive me down to the end of the runway to see where he went off into the grass. He stated that a number of people are saying that he landed long and fast but he did not. He said his plane lands at 80 MPH and that was how fast he was going when he touched down. He stated that he knows where the marker lights are and that he let the airplane roll out to make the last turn off. He could have jacked it around to turn off the runway and he wasn't going more than 10 miles an hour when he hit the grass. He then stated he thought the runway was 4000 feet long. He stated that he landed with zero flaps, flaps up. He stated that he touched down 300 feet from the approach end of runway 18. When asked why he chose to land without flaps, Mr. Tindall stated that it is something he doesn't do all the time but he did this time. He continued to adamantly state he was not midway down the runway at touchdown.

I recounted that witnesses saw him land beyond the midpoint of the runway or they saw him rolling at a high rate of speed down the last part of the runway. He said that they were wrong and he knows he touched down 300 feet from the approach end of the runway. I stated that if that were the case, then he should have been able to apply brakes enough to stop at the far end of the runway and get off on the taxiway. He said that he agreed but that he couldn't make the turn because he only had one brake and that his left brake failed. He had too much speed to make the right turn onto the taxiway so he chose to head off into the grass 45° to the right so as to avoid the holding pond at the end of the runway overrun area. I said that I was confused because he said he couldn't make the turn off because he was going too fast but then he said he was only going 10 miles an hour and chose to turn to the right to avoid the pond. He said the plane was going to the right so he just let it continue at the 45° angle.

We then rode down to the end of runway 18 and looked at the tire tracks in the grass. They were very light and hardly discernable since the ground was hard and dry. The ODAL light on the west side of the runway was broken and there were light tire marks from the runway into the grass. The tracks began in the grass just right of the last runway end identified light and the last taxiway light on the south side of the

taxiway. The tracks from there, passing the west side ODAL which was broken from his left wing contact. It was very difficult to see the tracks in the grass but Mr. Tindall pointed to some disturbed dirt that he claimed was from them trying to tow the airplane back to the ramp. There were no tire marks on the runway.

We returned to the airplane where I took a few pictures of the left wheel and brake assembly to confirm there was not hydraulic fluid leaking. I got in the airplane and sat in the left pilot seat. I depressed both brake pedals and noted that there was normal even pressure on both brakes. I noticed a pilot logbook laying in the back seat and opened it. The last page was dated prior to 2000 and showed entries for Cessna 172 flights. I did not see any flight time totals.

Due to the lack of documented required aircraft inspections, lack of a valid airworthiness certificate, the lack of a multiengine rating, no current medical certificate issued, and no documented flight review, enforcement action has been initiated.



Nina A McBride  
Aviation Safety Inspector, OPS  
AUNW Florida FSDO, AFG-600-BHM- 09

## *Record of Telephone Conversation*

**Name:** William Tindall, Owner and Pilot of PA-23 Aztec N78329  
**Address:** [REDACTED] Pensacola, FL 32526  
**Phone:** Cell: [REDACTED] Home: [REDACTED] email: [REDACTED]  
**Date:** 12/7/2020 10:30 am CST  
**Description:** Circumstances of accident on 12/6/2020 at Peter Prince Airport, Milton, FL Identifier:2R4

I contacted Mr. Tindall and asked him the circumstances of the accident that had occurred the day before at the Milton Airport. He stated the following to me:

He was flying the airplane around the pattern and was making the first landing. When he touched down on runway 18, he allowed the airplane to roll towards the end of the runway to exit and taxi back for another takeoff. He claims to have touched down within the first 300 feet of runway 18 and was rolling to the end. As he neared the end, he applied brakes to make the last taxiway. He "lost the left brake" and the airplane veered to the right. He did not think he could make the taxiway and he did not want to end up in the holding pond at the right side of the overrun area so he went into the grass and hit a light with his left wing. The left propeller bent and the oil in the hub released and sprayed on the fuselage. There were some dents in the leading edge of the left wing but he did not think it was particularly bad. He thinks it is just some skin damage that is easily repaired.

I advised Mr. Tindall that witnesses observed him land and observed that he touched down at least midway down the runway at a high rate of speed and they watched him go off the end of the runway. They also reported that they thought there may have been a passenger in the airplane with Mr. Tindall. Mr. Tindall denied both statements and reiterated that he touched down about 300 feet from the approach end of runway 18 and that he was alone in the airplane.

I told Mr. Tindall that our airman records do not show that he has a multiengine rating. He stated that he took multiengine training in Addison, TX back in the 70s. He took a check ride then but never received his multiengine rating. He never bothered to follow up to see what happened. I told Mr. Tindall that our airman records indicate that his medical certificate was last issued in 2005. I asked if he had a more recent medical certificate in his possession and he said no.

I asked Mr. Tindall if he had a record of a flight review recently. He said that he had a flight review about 18 months ago and it was done at the Foley Airport in Foley, AL. He said that he does not keep a logbook so he does not have a logbook to show where an entry for the flight review was done. I asked if he knew the name of the flight instructor who gave him the flight review and he said he could not remember but he is at the Foley Airport. I asked if he thought the CFI could have been Corey Kirkwood and he said yes, that was the CFI's name. I asked Mr. Tindall what airplane he did the flight review in and he said in his Aztec.

I asked Mr. Tindall when the last annual inspection was completed on his airplane. He stated that he had an annual inspection done in June this year in Pensacola. I asked who had done the work. He stated that the maintenance shop at Pensacola Aviation did it. I asked if he meant Skywarrior and he said yes, Skywarrior. He stated that he has had the airplane in a hangar at Pensacola Aviation Center for many years but he moved the airplane to Milton after the annual inspection in August 2020. He also said that, prior to this year, Mechanic Chip Mapoles did his annual inspections but Chip was too busy so Mr. Tindall had Skywarrior do the annual inspection.

I asked Mr. Tindall why he had not reported the accident. He stated that he did not see why he had to because the damage was only minor. He gave his business card to the lineman at AMS and asked the lineman to have the airport manager contact Mr. Tindall so he could pay for the damage to the runway light. I advised Mr. Tindall that I would be in Milton on Friday December 11, 2020 to assess the damage to the airplane. I requested that he bring his airplane logbooks and any pilot logbooks he had available for my review at that time. He stated that he did not have a pilot logbook.

I confirmed Mr. Tindall's telephone number and asked for an email address which he gave as the following:

[REDACTED] cell  
[REDACTED] home

Email: [REDACTED]

  
[REDACTED]

Nina A. McBride  
Aviation Safety Inspector , OPS  
AUNW Florida FSDO, AFG-600-BHM-FSDO-09

[REDACTED]  
[REDACTED]