

From: [Ian Nunneley](#)
To: [Kuhns, Scott J \(FAA\)](#)
Subject: Re: Bonanza 9777Y Pictures
Date: Tuesday, March 7, 2023 10:25:33 AM
Attachments: [image001.png](#)

Scott,

Here is the account as best as I can remember.

Earlier in the day on 3/5/23 I had made a flight from KAAF to KTPF. I am based in KAAF. I departed KTPF to return to KAAF at approximately 1540EST. The first 60 minutes of the flight was uneventful. I frequently scan engine instruments and everything was in normal operating range. At about 1640EST, I was 22 miles southwest of KFPY at an altitude of 8,500ft. Smoke began to enter the cabin. It was not thick, and dissipated after about 10-15 seconds. I looked at my oil pressure gauge and it was at 0. I notified ATC and they gave me a heading for KFPY and I began my turn in that direction. After realizing I could not make it, I turned towards a private airfield, EZELL. The engine completely failed about 3-5 minutes after the oil pressure dropped. I ran emergency checklists and attempted to restart the engine, but was unsuccessful. I was looking for a suitable place to land. I realized that the private airstrip was just outside of my glide range. I did not want to risk attempting to make this field as there were some houses and thick trees around it. I noticed a field that looked to be freshly logged with a dirt road down the middle. I decided this was my best option. I informed ATC of my plans and I lost contact with them at about 2500' AGL. Once I knew I could make the field I lowered the landing gear and lowered my flaps to reduce airspeed. I touched down on the dirt road, which ended up actually being fairly thick sand. The main gear dug in, resulting in the nose of the plane slamming down which caused the nose gear to be removed from the plane. The plane slid on the nose for maybe 50-100 feet before coming to a stop. After the plane stopped, I could not open the main cabin door. I exited via the passenger side window emergency exit. I moved clear of the plane as I was worried about fuel leak and a fire. After a few minutes I determined there was no fire risk and returned to the plane to ensure all fuel valves were shut off, electricity was turned off, and anything else that needed to be turned off that could cause further damage. I called Tallahassee approach on my cell phone to let them know I had landed safely and told them where I was.

Let me know if you need anything else.

Thank you,
Ian Nunneley

On Tue, Mar 7, 2023 at 7:56 AM Kuhns, Scott J (FAA) <[REDACTED]> wrote:

Ian

Just as a reminder can I please get a written email of the event on March 5 with N9777Y. thank you.

Scott J. Kuhns

Principal Avionics Inspector

Tampa Flight Standards District Office AFG-TPA-FSDO-35

Office [REDACTED]

Email: [REDACTED]



Federal Aviation
Administration

From: Ian Nunneley <[REDACTED]>
Sent: Sunday, March 5, 2023 6:44 PM
To: Kuhns, Scott J (FAA) <[REDACTED]>
Subject: Bonanza 9777Y Pictures

Scott,

Below are the pictures from the site.