On May 12, 2020, about 1125 eastern daylight time, a Beech F33A, N711JA, was destroyed when it was involved in an accident near Land O Lakes, Florida. The pilot was fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The airplane was based at Clearwater Air Park (CLW), Clearwater, Florida. Earlier during the day of the accident, the pilot flew the airplane uneventfully from CLW to Tampa North Aero Park (X39), Tampa, Florida and was returning to CLW at the time of the accident. Runway 32 at X39 was 3,541 feet long, 50 feet wide, and consisted of asphalt.

According to witnesses at X39, the pilot performed an engine run-up near the beginning of runway 32 and the engine sounded normal. The pilot then taxied onto the runway for departure, but as soon as the engine reached full power, it began to sound abnormal, rough, and/or lean. The pilot then reduced engine power and taxied to runway 14, performed another engine run-up and the engine sounded normal. However, the engine again began to run rough when it reached full power for takeoff. The pilot reduced the engine power and taxied to the beginning of runway 32. He performed a third engine run-up and the engine sounded normal. As the engine reached full power, it began to run rough again, but the pilot continued the takeoff roll. The airplane travelled more than half the distance of the runway before it lifted off, "barely" cleared trees at the end of the runway and made a left turn. One of the witnesses radioed the pilot and advised that he had a rough running engine, the pilot replied "ya, returning," followed by "going down."

Examination of the accident site by a Federal Aviation Administration inspector revealed that the airplane came to rest upright in the backyard of a vacant residence about 1/2 mile west of the departure end of runway 32. All major components of the airplane were accounted for and a postcrash fire consumed most of the cockpit, cabin, and right wing. The left wing had separated during the impact and was also located in the backyard of the residence, north of the main wreckage.

The wreckage was retained for further examination.
### Aircraft and Owner/Operator Information

<table>
<thead>
<tr>
<th>Aircraft Make</th>
<th>Beech</th>
<th>Registration</th>
<th>N711JA</th>
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<tbody>
<tr>
<td>Model/Series</td>
<td>F33 A</td>
<td>Aircraft Category</td>
<td>Airplane</td>
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<tr>
<td>Amateur Built</td>
<td>No</td>
<td></td>
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<tr>
<td>Operator</td>
<td>Logical Choice Aviation N711JA Inc</td>
<td>Operating Certificate(s) Held</td>
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</table>

### Meteorological Information and Flight Plan

- **Conditions at Accident Site**
  - Visual Conditions
- **Condition of Light**: Day
- **Observation Facility, Elevation**: ZPH, 89 ft msl
- **Observation Time**: 1135 EDT
- **Distance from Accident Site**: 12 Nautical Miles
- **Temperature/Dew Point**: 27°C / 17°C
- **Lowest Cloud Condition**: Clear
- **Wind Speed/Gusts, Direction**: 9 knots / 50°
- **Lowest Ceiling**: None
- **Visibility**: 10 Miles
- **Altimeter Setting**: 30.19 inches Hg
- **Type of Flight Plan Filed**: None
- **Departure Point**: Land O Lakes, FL (X39)
- **Destination**: Clearwater, FL (CLW)

### Wreckage and Impact Information

- **Crew Injuries**: 1 Fatal
- **Aircraft Damage**: Destroyed
- **Passenger Injuries**: N/A
- **Aircraft Fire**: On-Ground
- **Ground Injuries**: N/A
- **Aircraft Explosion**: None
- **Total Injuries**: 1 Fatal
- **Latitude, Longitude**: 28.223611, -82.386944

### Administrative Information

- **Investigator In Charge (IIC)**: Robert J Gretz
- **Additional Participating Persons**:
  - Mark Keefer; FAA/FSDO; Tampa, FL
  - Kurt Gibson; Continental Motors; Mobile, AL
  - Casey Love; Textron Aviation; Wichita, KS
- **Note**: The NTSB did not travel to the scene of this accident.