



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

August 2, 2017

# **STRUCTURES**

**Group Chairman's Factual Report**

**Errata 1**

**WPR16FA036**

**A.    ACCIDENT:                            **WPR16FA036****  
Operator:                                    Private  
Location:                                   Hurricane, Utah  
Date:                                        December 10, 2015  
Time:                                        1347 Mountain Standard Time (MST)  
Aircraft:                                   Vans Aircraft, Inc. RV-7  
Registration:                                N307AB

**B.    ERRATA:**

An error was discovered in the original Structures Group Chairman’s Factual Report regarding the control continuity of the left aileron.

Paragraph 7 in Section D. DETAILS OF THE INVESTIGATION, subsection 1.1 Wreckage Examination should be replaced in its entirety.

Control continuity was established from the control stick in the cockpit to both elevators and the right aileron. The left aileron control rod aft rod end was fractured from the control rod. The rod end remained attached to the aileron control horn at the inboard aileron hinge. Control continuity was established from the control stick in the cockpit to the left aileron bell crank and aft to the fracture point on the left aileron control rod. The rudder cables were jammed somewhere in the fuselage so continuity could not be established but the cables remained attached at the rudder and the pedals.

Submitted by:  
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