



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Rock Springs, Wyoming | Accident Number: | WPR21LA024 |
| Date & Time: | October 21, 2020, 14:32 Local | Registration: | N7654S |
| Aircraft: | Bellanca 8KCAB | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that during takeoff, a gust of wind lifted the right wing and that his aileron control input did not respond. The pilot further stated that his control column grip separated and caused his right hand to become jammed between the column and the lower side of the instrument panel. The airplane nosed down when the grip came off completely. The right wing and right-side fuselage were substantially damaged.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The separation of the control grip which resulted in the pilot’s inability to maintain directional control during takeoff, and collision with terrain.

Findings

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| Aircraft | Directional control - Attain/maintain not possible |
| Aircraft | Control column section - Damaged/degraded |

Factual Information

History of Flight

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| Takeoff | Loss of control on ground (Defining event) |
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Pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Private | Age: | 64, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | Lap only |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | BasicMed | Last FAA Medical Exam: | June 26, 2007 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | October 13, 2020 |
| Flight Time: | 1500 hours (Total, all aircraft), 600 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft), 21 hours (Last 30 days, all aircraft), 3.5 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | Bellanca | Registration: | N7654S |
| Model/Series: | 8KCAB | Aircraft Category: | Airplane |
| Year of Manufacture: | 1976 | Amateur Built: | |
| Airworthiness Certificate: | None | Serial Number: | 250-76 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | February 2, 2020 Annual | Certified Max Gross Wt.: | 1800 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1700 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | IO-320 |
| Registered Owner: | Two Friends Aero Corp. | Rated Power: | 150 Horsepower |
| Operator: | Robert Jean Otey | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|-------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | RKS,6765 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 13:54 Local | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | Overcast / 11000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 29 knots / 41 knots | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 270° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 30.06 inches Hg | Temperature/Dew Point: | 16°C / -3°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Rock Springs, WY | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|---|----------------------------------|------|
| Airport: | Southwest Wyoming Regional Airport KRKS | Runway Surface Type: | |
| Airport Elevation: | 6764 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 41.596475,-109.06877(est) |

Administrative Information

Investigator In Charge (IIC): Swick, Andrew

Additional Participating Persons:

Original Publish Date: August 20, 2021

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=102192>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).