



Aviation Investigation Final Report

Location:	St. Simons Isld, Georgia	Accident Number:	ATL03CA105
Date & Time:	June 11, 2003, 11:30 Local	Registration:	N221SA
Aircraft:	Ayers RV-6A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, the right control stick was secured with the passenger seat belt, acting as a gust lock. The pilot stated that he took off without removing the seat belt from the control stick. When the airplane pitched up, it veered to the left side of the runway, the pilot reduced engine power, landed off the left side of the runway and flipped inverted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection that resulted in his failure to remove the seatbelt (flight control gust lock) from the right side flight control stick.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) FLT CONTROL SYST, YOKE/CONTROL STICK - LOCKED
2. (C) REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On June 11, 2003, at 1130 eastern daylight time, a Steven Ayers experimental RV-6A, N221SA, owned and operated by the private pilot landed off the runway and flipped over during an aborted takeoff at Malcolm McKinnon Airport, St. Simons Island, Georgia. The personal flight was operated under the provisions of Title 14 CFR part 91 and instrument flight rules. Visual weather conditions prevailed and an IFR flight plan was filed. The pilot received minor injuries and the experimental airplane was substantially damaged. The flight was originating at the time of the accident.

According to the pilot, the right control stick was secured with the passenger seat belt, acting as a gust lock. The pilot stated that he took off without removing the seat belt from the control stick. When the airplane pitched up, it veered to the left side of the runway, the pilot reduced engine power, landed off the left side of the runway and flipped inverted. No mechanical or flight control malfunctions were reported by the pilot prior to the accident.

Pilot Information

Certificate:	Commercial	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	May 30, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	750 hours (Total, all aircraft), 117 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ayers	Registration:	N221SA
Model/Series:	RV-6A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	23147
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320-D1A
Registered Owner:	Paul L. Dorn Jr.	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSSI	Distance from Accident Site:	
Observation Time:	11:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	0 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	30°C / 23°C
Precipitation and Obscuration:			
Departure Point:	St. Simons Isld, GA (SSI)	Type of Flight Plan Filed:	IFR
Destination:	ATLANTA, GA (FTY)	Type of Clearance:	IFR
Departure Time:	11:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Dummy SSI	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	22	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	31.151666,-81.39389

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	Randy Gibson; Atlanta FSDO
Original Publish Date:	September 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=57432

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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](#).