



NTSB MEMORANDUM FOR RECORD

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Date: 5/3/2022
Person Contacted: MARK SHIPLEY (PILOT IN COMMAND, MECHANIC)
NTSB Accident Number: ERA22LA215

Narrative:

The individual noted above provided the following information via a telephone call. The below contents are a summary of what was reported:

- He reported that the elevator and ailerons, everything was fine with the flight controls prior to takeoff.
- He pulled back at rotation on takeoff and couldn't get the control wheel to pull back. One hand was on the throttles, one hand was on the control wheel. Then with two hands, he pulled back again and there was no movement in the aft direction with the flight controls.
- He immediately pulled the throttles to idle but couldn't stop in the remaining runway distance.
- The airplane subsequently overran the runway and they collided with trees.
- It wasn't windy, nor was the runway wet. He estimated that 140 gallons of fuel was onboard.
- He noticed that after the accident, he still could not get the flight controls to move.
- He subsequently asked two mechanics to see if they could move the elevator. With both men pulling on the elevator, they eventually got the elevator to move.
- The pilot reported that he did not possess the pin and lock style flight control lock for this airplane. He stated that the flight control lock was not installed at any time before or during the flight.
- He stated that there had been a problem with the S-TEC autopilot earlier in the day by another crew. This was the only issue they reported.
- He reported that the S-TEC, to the right of the panel that contained the Garmin GPS and KX-155, was re-racked prior to flight. This was the only avionics unit re-racked the day of the accident.
- The accident flight was supposed to be a local maintenance test flight to check the autopilot.



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- The airplane is on a Part 135 certificate, Air Travel Management.
- He reported that in 2006, the Garmin 530 was installed.
- He reported that there was no change to the KX-155 since the airplane was manufactured.
- He reported that it was not obvious that the avionics trays were sagging. He reported that prior to the accident, he did not observe any sagging. He reported that post-accident, the sagging is not obvious.
- He reported that he was aware that the FAA found that the elevator bellcrank impacted the KX-155 avionics tray.
- He reiterated that he performed a "complete run-up" prior to the accident takeoff. He stated, "the flight controls were fine." There was nothing "strange" at run-up.
- He stated that "I wouldn't have taken off with something wrong with the flight controls."
- He reported that without the metal straps in the back of the avionics trays, the units finally got enough sag to catch the elevator bellcrank.
- He reported that all aircraft were grounded that were apart of his operation and were checked for metal straps. He reported that one was found without straps, and all other aircraft had straps.
- He was speaking about the metal strap that affixes on the rear of the avionics stack to a structural element.
- He reported that he "didn't even know to look for this."
- He reported that he has looked under the panel hundreds of times; "I never noticed any issue."

#END#