

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA23LA253

EXAMINATION SUMMARY

June 7, 2023

A. ACCIDENT

Location: Statesboro, Georgia

Date: June 1, 2023

Time: 1455 EDT

Airplane: Beech V35A

B. EXAMINATION SUMMARY

IIC
Eric Alleyne
NTSB
Atlanta, Georgia

FAA IIC
Rodney Hood
FAA/FSDO
Atlanta, Georgia

Garmin
Tim Larberg
Garmin Aviation (REP)
Atlanta, Georgia

Southeast Avionics
Jeremy Hill
Southeast Avionics LLC.
Statesboro, Georgia

C. SUMMARY

On June 1, 2023, about 1455 eastern daylight time, a Beech V35A, N8074R, was substantially damaged when it was involved in an accident at the Statesboro County Airport (TBR), Statesboro, Georgia. The pilot received minor injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

D. DETAILS OF THE EXAMINATION

On July 7, 2023, a re-examination of the airplane ruddervator system was conducted at Atlanta Air Recovery. During the inspection, the control yoke was moved back and forth, simulating the pilot's actions during the flight. When the yoke was pulled aft (up), a knocking sound was heard coming from the aft section of the fuselage. Upon entering the aft fuselage, it was observed that the pitch servo bridle cable clamp for the ruddervator was binding at Station 179 when the yoke was moved aft.

As part of the examination, the Garmin GFC 500 autopilot installation instructions were reviewed. The rigging of the autopilot system was again found to be incorrect. Although the installation manual contained all the necessary procedural steps, they were not presented in a user-friendly or logical order. Critical "flag items" related to installation were scattered across various pages, making the process more difficult to follow.

Based on this finding and consultation with the installer during the examination, there is potential for similar occurrences if one mechanic starts the procedure, and another one completes it. During the examination, it was suggested to the Garmin field representative that all the "Flag Items" in the instructions should be consolidated onto one page to facilitate better understanding.

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Submitted by:

Eric Alleyne
Air Safety Investigator