



Tealeye Cornejo
Air Safety Investigator (Field)
AS-WPR

Date: May 30, 2022

Subject: WPR21LA204

Contact: Troy Cross, brother of James Cross-pilot

A request was made to Mr. Troy Cross to facilitate an interview or written statement from his brother, Mr. James Cross. A written statement from Mr. Troy Cross was provided and is attached to the docket.

RE: N54CB Hi-capacity email



troy [REDACTED]

Aug 31, 2022, 12:35 PM

To: cornejt [REDACTED] troy [REDACTED]

No attachments

Message body secured

Email 4 of 4

Hi Tealeye,

Here is my narrative of Bob's accident.

On May 11, 2021 Bob flew his plane up to Arlington to service his landing gear. His left gear door was not closing properly (attachment 1). I have no reason to believe this was connected to the future failure, but the suspected flap failure was within the left landing gear cavity so I don't think it should be ruled out. He later picked up his plane in Arlington and flew it to Aurora to have the radios serviced. On May 20, 2021 he picked it up from having his radios serviced and flew back to Eugene. At 10:31 a.m. his plane crashed about 1.7 miles north of the Eugene airport. Like everyone, I heard the reports that he was cautioned for wake turbulence. This is a common warning for small airplanes. I pulled flight information from Flight Radar (attachment 2,3 and 4) that shows that when Bob's airplane started its left turn he was 3 minutes behind the Allegiant flight and approximately 80' above their flight path. I was always taught that you can expect wake turbulence to sink at approximately 500 feet per minute and as long as you were above their flight path you should be safe. I know there are special circumstances and updrafts that can affect this, but that seems far fetched in these circumstances. After analyzing attachments 2,3 and 4, I strongly suspected an issue with his left flap. I spoke to his mechanic who didn't see this as a possibility but I wasn't ready to write off that theory.

When I gained access to the wreckage I found the SD card in his Garmin. His Garmin recorded all of the flight information every second of his flight (attachment 5). I highlighted all of the info that I felt was important. It shows that at 10:30:33 (column B) his flaps were lowered to full extension (52 degrees (Column CH)). At that exact second his airplane started an abrupt and then relatively consistent turn to the left (Column K). His plane rolled to the left ranging from 58 to 68 degrees of roll (Column X). 3 seconds after the start of the left turn the autopilot was manually disconnected (Column AX).

Bob's oldest son found a program that recreates flight info from Garmin's SD card. He input the info from Bob's flight to create 2 videos (attachment 6 and 7).

Upon inspecting the aircraft I found the left flap control rod unattached from the actuator (attachment 8-14). Through the pictures it does not appear that there was any damage to the assembly. Just a couple of missing pieces. Pictures of the attachment from the right flap control rod and actuator show it intact with a simple clevis pin and cotter pin (attachment 15-22). I believe that if the flap was damaged on impact there would have been significant deformation of the connection assembly which isn't present.

There are too many factors supporting the flap failure to reasonably suspect anything else. Please let me know if you need anything else.

Thanks,

From: cornejt [REDACTED]

22 2:36 PM



Good Afternoon, Troy

you can respond to this email its a direct link to the NTSB's dedicated hi-capacity email system. you can upload 10 attachments per email or you can zip documents and send as one attachment.

Thank you very much for your time.

Regards,

Tealeye

Ms. Tealeye Cornejo
Air Safety Investigator
National Transportation Safety Board
Western Pacific Region



Federal Way, WA 98001

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tel: [redacted]