



Dan Baker
Senior Air Safety Investigator
AS-WPR

Date: 5/7/2015

Subject: WPR24LA125, FAA Wreckage Examination Findings

Contact: Jason Wilson, FAA, Lubbock FSDO

Upon arrival at the airplane accident site, before the airplane was moved, the inspector noted both ailerons were in a trailing edge UP position. The inspector moved the ailerons through their range of motion and noted they were not synchronized.



Dan Baker
Senior Air Safety Investigator
AS-WPR

Date: 5/8/2025

Subject: WPR24LA125, Statement from Aircraft Recovery Personnel

Contact: Nolan Lanckriet, Beegle's Aircraft Recovery

Mr. Lanckriet confirmed his personnel recovered a Cessna C195 airplane (N2147C) and delivered it to Butterfly Aviation in Goodland, Kansas, April 15, 2024. Mr. Lanckriet said his employees who recovered the airplane verified that there were no anomalies noted with the flight controls after the airplane was lifted off the ground and prior to disassembling the airplane for transport. He said flight control continuity was continuous to all control surfaces.



Dan Baker
Senior Air Safety Investigator
AS-WPR

Date: 5/7/2025

Subject: WPR24LA125, Statement from Aircraft Storage Facility

Contact: Scott Collett, Butterfly Aviation, Inc.

Mr. Collett verified N2147C, a Cessna C195 airplane, had been located at his facility. When asked to verify flight control continuity on the airplane he stated the wings had been removed to facilitate transportation and that the flight control cables to the wings had been "pulled." He said he was able to manipulate the control cables in the fuselage and verify that both yokes moved together in unison. He also noted he did not identify any anomalies with the ailerons.