

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1:30 PM	DATE 10/08/2025
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION CE21 Memphis FSDO Inspectors Gholson and Butler		ROUTING	
		SYMBOL	INITIALS
SUBJECT N888WV Accident			
DIGEST Inspector Gholson and I visited AMF aviation in Springfield TN to inspect the tailwheel locking mechanism of accident aircraft at the request of the NTSB.			
Inspectors first checked the locking feature as found. Utilizing the cable to the elevator and rotating the tailwheel, they were able to observe the lock feature working as expected in both the locked and unlocked conditions.			
As requested, we gained access to the lock pin by removing the bolts, nuts, and springs holding the assembly together. The lock pin was then removed for inspection. Based on information supplied by the NTSB, the pin was different than expected, instead of a single pin this pin was in two pieces.			
The tailwheel plate has a round hole into which the pin drops to lock the tailwheel to the rudder. The end of the locking pin that engages the tailwheel plate was no longer round; it had worn into a teardrop shape across its width.			
CONCLUSION, ACTION TAKEN, OR REQUIRED We will need drawings of the original installation to confirm the tailwheel lock pin as contributing to this accident. (NTSB inspectors advised they may be able to help with drawings)			
DATE 10/08/2025	TITLE ASI	SIGNATURE	

