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OAS-WPR

Date: 9/12/2022

Subject: WPR22LA321

Contact: Monte Belgarde, CFI, N3268B

Identified below is the complete narrative of the certificated flight instructor that was on board N3268B as provided from the NTSB Form 6120.1 (page 9). The entire narrative was not visible in the provided .pdf format and has been provided in this memorandum for clarity.

On August 29, 2022 an instructional, out and return cross-country flight was planned that originated at 3U3 and had intermediate operations / stops at KDLN, KBTM, KHLN. Total fuel on-board was 24 gallons. The enroute weather and destination airports were VFR . Pilotage navigation would be used throughout the entire flight. Standard fuel management practices would be followed.

At 1030 local time, the aircraft departed VFR for the first destination / operation at KDLN. At approximately 1115, KDLN weather was reporting winds to be light and variable. The Student Pilot opted for a landing on Runway 35 and announced intentions on CTAF 122.8 and then executed a standard traffic pattern for the runway.

The touch-and-go landing at KDLN was "Firm", but uneventful. After take off, as a training exercise, a decision was made to divert / navigate to RVF. A check of the weather was made, and the winds were reported at 170 at 3 Knots. A landing would be made utilizing Runway 17 at RVF. The student pilot announced intentions for landing on Runway 17 on radio frequency 122.9. The aircraft was then positioned for a 45° entry for a left hand traffic pattern for the runway.

At the abeam position of the traffic pattern, carburetor heat was applied, and power set at 1700 rpm. The aircraft was then slowed to VFE (80 mph), and the first increment of flaps (10 degrees) were applied. Per procedure, a turn was made onto the base leg. Throughout this phase of the landing, the flaps remained at the first increment. At the appropriate location, the aircraft was then maneuvered onto the "final" leg of the pattern. As the threshold of the runway was approached, the aircraft was a little high and the student decided to perform a left forward slip. The control inputs were very small, very brief and, before the aircraft could react, the student decided to initiate a right forward slip. Both of the maneuvers were non-aggressive and the combined total duration of both of the slips was less than 2 seconds after which the controls were positioned for a normal landing. The aircraft was in coordinated flight and the indicated airspeed during this phase of the landing was 80 mph. The estimated altitude was less than 300' agl.

The aircraft then briefly entered a level attitude, and the airspeed began to decrease (70 mph). The student was instructed to "lower the nose". He complied with the request, added power and initiated a rejected landing. It was at this time, the aircraft began what I thought to be an un-commanded right turn. I announced "My Airplane" and the student relinquished control.

I immediately reduced the angle of attack further, and executed standard stall recovery techniques. The aircraft remained in the right turn and required a substantial amount of left aileron to arrest the turn / roll. I once again reaffirmed that a positive exchange of controls from the student had occurred and was still in effect. It was at this time that I (In a troubleshooting effort) took action by relaxing aerodynamic control inputs to verify that aircraft's behavior was not pilot induced. . The aircraft began an immediate, unwarranted right turn. Corrective control inputs were re-established.

The aircraft continued to slow and descend into the gradually rising terrain. It was obvious that recovery from the incident was impossible. I instructed the student to brace for the impact. Due to the demands of the high workload, the airspeed prior to touchdown is unknown.

Directional control (Yaw) of the aircraft could not be maintained. The aircraft's left main landing gear touched down first, perpendicular to the plane of motion (the flight path was North, and the nose of the aircraft was facing East). The nose wheel / gear touched down next. The imposed side loads were unsustainable and the left main landing gear and nose gear collapsed. The failure of these two airframe components resulted in substantial damage to the outboard wing tip and aileron assembly of the left wing.

Based on imprints that were made by the landing gear, the aircraft slid approximately 100' before coming to a stop (No measurements were taken).. I instructed the student to shut the fuel off, deactivate the master switch, and move the ignition switch to the off position. In the same "COMMAND", I told him to get out of the airplane. To alleviate a possible fire hazard, after exiting the aircraft, the mixture control was moved to the idle cutoff position. The ELT was also placed in the off position. The positions of the engine group and the flight controls group were preserved in their pre-crash state: Throttle:Full, Carb Heat :Off / Flaps:Up, Other controls damaged.

Emergency reponse personell were on site within 10 minutes of the accident. . Medical treatment was not needed and was declined by the student and myself. I also requested the first rsponders / local Sheriff to contact tht FAA and NTSB.

The NTSB / FAA conducted a phone interview with me and the student pilot about 30 to 40 minutes after the accident, The NTSB released the aircraft and would allow it to be moved.

NOTHING FOLLOWS