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Air Safety Investigator
OAS-WPR

Date: 9/26/2022

Subject: WPR22LA321 Records of Conversation

Contact: N3268B -Randall Johnson (SP) and Monte Belgarde (CFI)

Identified below is a record of conversation dated 9/14/2022@1400pdt between the Investigator-in-charge (IIC) and the student pilot onboard N3268B during the accident flight.

Mr. Johnson reported that the airplane had recently returned from its annual inspection in Drumstead Aviation in Helena, MT. The day of the accident, he and CFI Belgarde departed Bowman Field Airport in Anaconda, Montana (3U3) and performed a dual cross-country training flight. During an approach to runway 17 at Ruby Valley Field Airport in Twin Bridges, Montana (RVF) he thought about performing a left cross-control slip, but he chose to perform a right cross-control slip and applied pressure to the right rudder pedal and applied left aileron. Once over the runway, he relaxed his pressure on the rudder pedals and his aileron control input, and continued to descend. He noticed that the airplane was not aligned with the runway centerline and aborted the landing.

He initiated a go around by removing carburetor heat, throttle to full power, and the airplane continued to the right. Ultimately the airplane did not climb, kept pulling to the right, and that's when the CFI came on the controls. The airspeed was about 60-65 when he initiated the go around.

Identified below is a record of conversation dated 8/31/2022@1625pdt between the Investigator-in-charge and the flight instructor onboard N3268B during the accident flight.

The flight instructor reported that he and his student departed Bowman Field Airport in Anaconda, Montana (3U3) on a cross-country training flight. During an approach to runway 17 at Ruby Valley Field Airport in Twin Bridges, Montana (RVF) the student was on final, and they were a little high. The student put in a slight slip to the left, then slipped to the right, but ultimately determined that they were too high and aborted the landing. The student increased power and retracted the flaps. The airplane rolled to the right, and the instructor took the controls. The airplane was about 90° perpendicular to the runway. The instructor put in left aileron and left rudder to keep the airplane level. He released the airplane controls to see if he was inducing the flight characteristics, but the airplane continued to roll to the right. The airplane impacted the ground in a nose down left banking attitude.

When asked by the IIC, the instructor recalled that the airplane's airspeed was about 65 mph when the student pilot aborted the landing. Full power was applied about 120 ft above ground level, near the 1,000 ft markers, and the airplane was drifting to the right. During the go-around, the student input 15° (first notch) flaps after a positive rate of climb was established. The instructor did not have his hands and feet on the controls when the airplane rolled right. The instructor believed that the rudder pedal actuation rods on the forward bulkhead to the nose gear steering linkage malfunctioned when the student pilot switched from the left cross-control slip to the right cross-control slip, because the airplane rolled to the right when the climb out was initiated. The instructor subsequently applied left aileron, right rudder, and leveled the wings. They had such a sideslip condition that the airplane was slowing down and the right wing dropped. The instructor controlled the airplane to the best of his ability until the airplane impacted the ground, he pushed the nose down to prevent a stall and the airplane ultimately impacted the ground when the airspeed was about 47 mph.

NOTHING FOLLOWS