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**Subject:** WPR22LA321

**Contact:** Mike O'Bryant  
Principal Maintenance Inspector  
Federal Aviation Administration

Below is a synopsis of communication between the Investigator-in-charge (IIC) and the Principal Maintenance Inspector regarding accident airplane N3268B.

8/31/2022

Good afternoon. Just following up on the accident involving N3268B. I went on site today and this is what I found:

I went and inspected N3268B today to follow up on the accident that occurred Monday at the Twin Bridges Airport. I do not think that there were any mechanical discrepancies that led up to this accident. The pilots stated that they lost control of the aircraft executing a go around, taking a right hand turn into the pattern and then they couldn't recover from the right-hand turn and then the aircraft started a right-hand roll. The pilots did mention that they tried a "slight" slip maneuver on the go around.

Flaps were in the full up position. Pilots stated that they had seen a positive climb and in airspeed during the go around, so they raised the flaps.

When the aircraft landing gear hit the ground, the aircraft was flying sideways and skidded through the dirt about 15-20 yards before bending the landing gear over, striking the prop, and crushing the outer portion of the LH wing (up to the L/H aileron). We disconnected the steering rods from the rudder control cables and there was no binding or sticking in the flight control cables. This aircraft does have a direct connection between the rudder and ailerons and there was no binding in those controls either.

According to the mechanic that the pilots brought with them, the slip maneuver for this aircraft is very dangerous because of the interconnection of the rudder and aileron flight control cables, and there was an optional SB in the 80s to remove the interconnect.

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Please see attached. These are the best pictures I got of the flight controls in question. Unfortunately, I did not get a great up-close picture of where the steering linkage goes through the firewall. When we did the initial inspection of the steering linkage at the firewall, the floating washer that surrounds the L/H linkage at the firewall was jammed. I was able to loosen the washer by hand and then there was no binding or restriction through the movement of the control rod. There was no evidence of the control rod distorting the hole through the firewall or the paint being scrapped off the control rod. There was no history of binding or forcing that flight control rod.

The rest of the flight controls (when disconnected from the steering linkage and damaged L/H aileron) moved smoothly and without any binding or restriction. The first picture I sent you is of the interconnect between the aileron and the rudder (Figure 1). It worked as advertised (when damaged components were disconnected from the system).



*Figure 1: Interconnect between the aileron and the rudder (Source: FAA)*