

From: [Adrienne Lamm](#)
To: [Eric Gutierrez](#)
Subject: WPR25FA145 - Cottonwood CA - Materials Laboratory Assessment
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Attachments: [8T7A6040.JPG](#)
[8T7A6042.JPG](#)
[8T7A6052.JPG](#)
[8T7A6057.JPG](#)

Eric -

The flight control and attachment point from the subject aircraft were examined. The surfaces of all the components had deposits and damage consistent with fire. The attachment point bracket separated below the attachment lugs on the unconnected side, and that half of the bracket was also bent backwards. The mating collar piece was still attached to the control rod and had the pin still assembled. The fracture surfaces were examined using a 5x-to-50x stereo microscope. The fracture surfaces were rough with features consistent with overstress. Several secondary cracks branched off the fracture surface that were irregular and consistent with overstress due to deformation.

If you want a simple sentence to drop in your report, use the following:

"The fracture and deformation of the flight control attachment point were consistent with overstress separation during the crash, and the heat-related damage to the components was due to exposure to the post-crash fire."

Let me know if you have any questions or need anything else.

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