



Eric Alleyne
Air Safety Investigator
AS-Eastern Region Aviation

Date: 10/21/2023

Subject: ERA23LA016, FAA Statement

Contact: Winston P Chelf, FAA inspector, Richmond Flight Standards District Office

A Federal Aviation Administration Inspector conducted an on-site examination and noted that the right wing exhibited damage consistent with impact with a tree located at the accident site. The cabin section showed damage at the right-wing root attachment area. The left wing displayed upward bending from the wingtip to approximately 2 feet inboard.

An engine examination revealed that valvetrain continuity was established during crankshaft rotation through 720°. Ignition continuity was confirmed during the examination of the magnetos, ignition wires, and spark plugs. An undetermined amount of fuel was found in both fuel tanks.

The carburetor was partially disassembled. It was observed that the float bracket had fractured into two pieces.

A review of the logbook excerpts revealed that the accident engine was installed new in 1996. In 2005, there was an IRAN (Inspect & Repair as Necessary) performed which referred to the replacement of the various original accessories including the carburetor. No other maintenance was noted on carburetor since 2005 other than preventative maintenance.