

Joshua Young
Air Safety Investigator
AS-ERA

Date: 5/29/2024

Subject: ERA24LA211, FAA Inspector On-scene Notes

Contact: Ricardo Rodriguez, Aviation Safety Inspector, Federal Aviation Administration

Inspector Rodriguez provided the following statement about his activities on scene to the IIC by electronic mail on May 16, 2024.

"As per your requested statement please see below all times are local times based on 24-hour format:

05/08/2024 - 13:23

- 13:33 - Assigned as the Federal Aviation Administration (FAA) investigator to the accident of N908DK via email notification from my Front-Line Manager (FLM).
- 13:53 - Departed Flight Standards office (FSO) for accident location originally reported via FAA's Regional Operations Center (ROC) GENERAL AVIATION ACCIDENT/INCIDENT as [REDACTED], but actual address was outside of an Amazon warehouse located [REDACTED], Apopka, FL.
- 14:40 - Arrived on location of the accident and proceeded to accident site where the following individuals were standing outside, under the empennage of N908DK: PIC, SIC, SIC's relative and an individual from Flying Colors was onsite for the aircraft's removal to a facility (Aircraft Engineering) in Bartow, FL (KBOW) as directed by the NTSB IIC.

Commenced my inspection after introducing myself to all persons present and assessing if injuries were sustained, then began photographing the wreckage which was initiated from the aircraft's rear proceeding in a clockwise direction and until returning to the initiation point. Several photos of the left wing indicated/confirmed substantial damage. Individual from Flying Colors requested and received my permission to disconnect the aircraft battery as fuel was leaking from the right aux/wing-tip tank.

Photo of the cabin/cockpit/instrument panels/control was taken from the left, rear entry door as the aircraft position/angle, appearance of structural instability/potential danger with the collapsed gear made entry into the aircraft an unacceptable safety risk as the aircraft still contained readily visible fuel quantities in all tanks with the right aux/wing-tip tank dripping fuel, which was being contained in a plastic bucket.

Upon photographic positioning to the right rear quarter of the aircraft between aft of the right wing's flap and fuselage, I elected not to disturb the fuselage due but to risk/liability concerns by climbing onto the right wing to inspect the cockpit/controls/switch positions due to fuel quantities in all tanks, fuel actively dripping from right aux/wing-tip tank, battery still connect, although it was in the process of being disconnected and aircraft precariously positioned in a physically compromised, unstable manner. The relative of the SIC volunteered to take photos of the flap handle, engine controls and Tach./Hobbs meter, instrument panel climbing onto the top of the right-wing taking photos from the right entry door position, but not entering the aircraft due to safety concerns.

I continued photographing the entire aircraft including the left aux/wing-tip tank and portions of the left wing severed during the accident concluding my photography at the rear of the aircraft where the photography sequence was initiated. Upon conclusion of the photographic evidence, interviews of both the PIC & SIC commenced to factually gather statements, populated FAA Form 8020-23 - Accident/Incident Report to the best of the recollections of both individuals who were visibly under emotional duress due to the event. After answering all questions/concerns of the PIC and SIC, I departed the accident scene.

- 16:21 - Arrived at the FSO.