

Kurt Gibson
Aviation Accident Investigator
Eastern Region Aviation

Date: 06/10/2024

Subject: ERA24LA257

Contact: Angel Negrón

The following is an excerpt from email sent from the FAA Party Coordinator (Angel Negrón), to the NTSB IIC:

FAA IIC Initial assessment - onsite inspection:

1. Left wing: Substantial damage to the leading edge possibly affecting the main spar. Wingtip fuel tank, breached and leaking.
2. Right wing: Substantial damage to leading edge and lower skin possibly affecting main spar.
3. Aft Right Fuselage: Nine-inch (9") puncture hole at 1 o'clock position.
4. Horizontal Stabilizer: Right stab tip damaged by impact. Left stabilizer shifted forward twisting the tail structure to the left.
5. Propeller: One blade missing tip.
6. Nose Gear: Strut Bent
7. Nose and Right MLG wheel pant: Damaged
8. Engine: No evidence of oil, fuel leakage. Electrical connections, OK.
9. Engine oil dipstick: Between 9 and 12 marks. Oil condition, clean.
10. Fuel: Clean and Bright. The RH wingtip and main strainer was sumped onsite with no evidence of contamination noted.

PIC stated that the LH wingtip tank was selected for takeoff. This tank was ruptured on impact and defueled by first responders by way of the sump valve. Unable to confirm if contamination existed at time of accident.

No recent maintenance has been conducted on the aircraft other than a recent avionics upgrade. (Awaiting maintenance records for review).

Preliminary engine inspection did not identify any obvious discrepancies.

The aircraft was relocated to a hangar onsite, personnel present were advised not to disturb until cleared by NTSB.

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