



Damian Galbraith
Aviation Accident Investigator
OAS

Date: March 20, 2025

Subject: ERA24LA277, Airplane Examination Summary - FAA

Contact: John Harris, Aviation Safety Inspector, Farmingdale FAA/FSDO

FAA inspector, Mr. John Harris, conducted the following examinations of the airplane for the IIC.

The on-site examination conducted on June 24, 2024, revealed deformation of the tubular engine-mount structure and leading-edge impact damage to the left wing. The left fuel tank contained a full quantity of fuel, and the right fuel tank was approximately three-quarters full. The carburetor heat control was found in the OFF position, and the fuel selector was positioned to the left fuel tank. The engine primer was stowed, and no anomalies were noted with the engine-oil quantity or color.

The airplane was subsequently recovered to a maintenance facility, where additional examinations were completed on June 26, 2024. The gascolator bowl and filter were clear of debris. The electric fuel pump filter and recovered fuel samples showed no contamination. Fuel drained from the carburetor contained no water. The throttle, mixture, carburetor heat, and primer controls operated normally with no noted anomalies.

A follow-up examination on July 1, 2024, revealed no anomalies during a magneto-timing check. All eight spark plugs exhibited normal wear and coloration and produced spark during field testing. The engine oil was drained, and no debris was observed in the oil-pump suction screen.

A cold differential compression test was conducted on July 8, 2024, with no anomalies noted. The oil filter was removed, and its media contained no debris. The

carburetor was removed and examined; no anomalies were observed with the fuel-inlet screen, venturi, or throttle valve. The components were reinstalled, the engine was serviced with oil, and it was mounted on a run stand.

On March 20, 2025, the engine was operated on the run stand at various power settings, and no anomalies were noted.

END