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Subject: ERA24LA312, FAA Crash Site Notes

Contact: Walter McHenry, FAA Airworthiness Inspector, Charleston FSDO

The following are the notes provided from FAA Investigator, McHenry after visiting the airplane postaccident:

I, W. Joe McHenry, arrived at Mountain Empire Airport Monday July 22, 2024 around 0900 to perform the crash investigation of N185GS. Upon inspection of the runway, there was a noticeable tire mark approximately 1600' from the end of the runway curving towards the north side of the runway. The total length of the tire mark was 295' which included 10' feet into the grass. There was a 2000' marker sign that was contacted at the end of the tire marks on the northern runway edge. There was a corresponding gouge in the runway from the L/H wing contact with a curvature that matched that of the tire mark. The gouge started 65' after the wheel mark starts and was a total of 170' long.

In the grass between the runway and taxiway, there were several markings found in the grass. A skid mark was found running north-south between the taxiway and runway approximately 54' long with a large mark at the end of it (presuming prop strike location).

The aircraft had been moved into a hangar near the accident site. Inspection was performed on the aircraft where substantial damage was noted on the L/H wing, nose of the aircraft, and tail section. Wheels, tires and brakes were inspected with no abnormalities noted (L/H MLG departed aircraft as a result of the accident). The L/H engine mount was dented and bent into the fire wall with the fire wall having several buckles in it. Two propellers were bent/curved back too almost contacting the engine cowl while the one remaining propeller blade was slightly bent/curved.

Cockpit/cabin inspected with the following notations: Cowl flaps selected closed/pilot and co-pilot yoke full right position/rudder pedals jammed full right/ELT armed. All other switches and instruments were in the off position. The inspection concluded around 1400.