

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: FAA SO-19	2. Report Number: ERA25LA006
		3. Aircraft Identification and Type: N12RD Piper PA-24-250	
4. Location of Occurrence: Moore Haven, FL		5. Date & Time of Occurrence (UTC): 10/3-2024 19:09 EST	
6. Name (Operating Initials):	7. Title: Aviation Safety Inspector	8. Position and Time (UTC): 26.8797 -81.1303 20:45	
9. Complete in accordance with FAA Order JO 8020.16, <i>Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting</i>, Chapter 7, paragraph 5, FAA Form 8020-26, <i>Personnel Statements</i>. The personnel statement is prepared and used to provide information concerning the circumstances that cannot be retrieved via some type of recorded data source. Facts concerning what was observed and what actions were taken may not have been completely captured. Use this statement to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be signed by you, and your signature below certifies the accuracy of this statement. The statement will not be edited and once signed, will constitute your original statement.			
10. Text of Statement:		☒ ORIGINAL ☐ SUPPLEMENTAL	
Aircraft performed an emergency landing in a sugar cane field outside of Moore Haven, FL (26.8797 -81.1303) 10/3-2024 at 15:09 EST due to engine issue. Performed inspection of the aircraft and found both L/H and Nose gear sheered off and R/H gear bent aft at the struts piston. Aircrafts position was not level due to gear collapse, Left/Nose touching the ground. Fuselage below main entry door has a large hole in between fuselage and wing. R/H wing has a bulge on the aft topside running outboard down the trailing edge, forward of the flap and the bottom panels were bent and rivets were pulled out from panels. Inspected the fuel tanks of the aircraft. No fuel found in aux tip tanks. Checked both L/H and R/H wing main tanks that hold a capacity of 30 gallons each (TCDS confirmed). Visually did not see fuel in the tank(s) or odor of fuel. Used a soft stick to probe inside the tank to capture evidence of fuel. No evidence or odor of fuel noted on stick. Checked fuel selectors and observed selected to main tanks. Noted engine oil stick indicated 10 quarts present. Aircraft was removed from the sugar cane field via large shooting boom forklift and positioned for transport. Three bladed prop had one blade bent aft with no rotation marks noted on any blade. Main fuel sump located at bottom of the fuselage found undamaged with no fuel present. Initial phone call to the pilot and written statement indicated emergency procedures utilized. Pilot stated fuel boost pumps turned on and the engine increased RPMs from 1000-1200 to 2000 but returned to 1000-1200 after 1-2 seconds.			
11. Signature: DOMINIC MICHAEL GRAZIOTTI Digitally signed by DOMINIC MICHAEL GRAZIOTTI Date: 2024.10.16 15:05:55 -04'00'		12. Date of Signature: 10/16/24	