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OAS

Date: November 05, 2024

Subject: ERA25LA041, Airplane Examination Summary - FAA

Contact: Randy Novotny, FAA/FSDO Inspector, Pittsburg, PA.

The following is a summary of Federal Aviation Administration (FAA) inspector, Mr. Randy Novotny's postaccident examination of the airplane and accident site. Abrasions observed in the grass were consistent with the airplane's impact with terrain in a nose and right-wing low attitude on about a 164° magnetic heading. Examination of the airplane revealed the two-bladed composite propeller remained attached to the engine. One propeller blade was impact separated from the hub and the remaining propeller blade exhibited no rotational abrasions. The nose landing gear was separated from the airplane and deformation was noted to the firewall. The right main landing gear was deformed aft. The right wing exhibited upward deformation to its outboard area and was partially separated from the fuselage. Additionally, wing spar damage was noted to the right wing.

Examination of the engine revealed engine compression was attained from both cylinders and spark was observed from the sparkplugs during field test of the ignition system. The fuel was clear of debris, and its coloration was consistent with the presence of oil premix. Fuel staining was observed on the muffler shroud. Further examination revealed the fuel line between the aft carburetor and diaphragm fuel pump leaked at the fuel pump attach point when the electric fuel pump was activated.

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