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Date: 3/17/2025

Subject: ERA25LA109, Wreckage Examination

On March 17, 2025, an examination of the accident airplane was conducted at the request of the IIC. The examination took place at Florida Air Recovery where the airplane was recovered. Upon first view the airplane wings were removed and were laying under the fuselage. The engine was displaced right and aft with multiple impact fractures to the tubular engine mount. The main landing gear remained attached to the fuselage and the nose landing gear had been cut from the fuselage, the surface had red paint consistent with the Sawzall blades used by the recovery company. The vertical stabilizer and rudder exhibited impact damage. The left wing tip and leading edge exhibited impact damage. Elevator and rudder flight control continuity was confirmed from the flight control surface to the flight controls in the cockpit. Both cockpit aileron pushrods were disconnected at the wing root and remained attached to the aileron bellcranks in their respective wings. The control stick moved freely from right to left. Both ailerons moved through their full range of motion when their pushrod was actuated by hand from the wing root. The engine controls could not be moved due to impact damage.