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Date: 3/17/2025

Subject: ERA25LA140, Wreckage Examination

On March 17, 2025 at the request of the IIC an examination of the accident airplane took place at Florida Air Recovery in Jacksonville, Florida. The following are what was tested and observed:

- Control continuity of the elevator, rudder, and elevator trim was established from the flight control surface to the flight controls in the cockpit.
- Aileron control continuity was established from the flight control surfaces to the flight controls in the cockpit. The aileron direct drive and balance cable for the right aileron had been disconnected at the aileron bellcrank to facilitate recovery of the wreckage. The aileron balance cable remained attached to the left aileron bellcrank. The left aileron direct drive cable was disconnected at the bellcrank to facilitate recovery of the wreckage. Both aileron direct drive cables remained attached to the flight controls in the cockpit.
- The throttle and mixture controls moved from stop to stop when actuated using the controls in the cockpit.
- The carburetor heat control could only be opened about ¼ of the length of travel of the control in the cockpit.

- The right main landing gear was lifted off the ground and the wheel and tire assembly were spun. The right pilot rudder pedal toe brake was applied and the brake worked as expected stopping the rotation of the wheel and tire.
- The left main landing gear had been impact separated and the left hydraulic brake line had been impact separated.
- The left main landing gear wheel and tire assembly were spun, and compressed air was blown down the brake line from the impact separation. When the compressed air was blown down the line the brake worked as expected and stopped the rotation of the wheel and tire.