



ASI Statement of Accident - NTSB ID ERA25LA207

From Pujado, Anthony E (FAA) [REDACTED]

Date Wed 6/18/2025 7:27 AM

To Lucas Winn [REDACTED]

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Good morning Lucas,

As requested by you, below is my statement regarding the accident of aircraft N38BS, NTSB ID ERA25LA207. Please advise if there is anything else that is needed.

PERSONS ONBOARD CFI AND PILOT (TRAINEE). ON 03/29/2025, AT APPROXIMATELY 11:50 EDT (1550Z), CFI WAS CONDUCTING AN INSTRUCTIONAL FLIGHT, WHICH RESULTED IN AN EMERGENCY LANDING SHORTLY AFTER TAKE-OFF FROM F57. PRE-FLIGHT CHECKS, FUEL SUMPING, ADDITION OF OIL, AND RUNUP CHECKS WERE COMPLETED AND WITHIN NORMAL PARAMETERS. TAKEOFF WAS INITIATED INTO A SE DIRECTION AND AIRCRAFT CLIMBED WAS SMOOTH. AT APPROXIMATELY 200-300 FEET, THE ENGINE LOST POWER. THE CFI TOOK CONTROL AND ADJUSTED THROTTLE FROM FULL TO IDLE AND BACK TO FULL ATTEMPTING TO REGAIN POWER BUT THE ENGINE LOST ALL POWER. THE CFI MANEUVERED FOR AN EMERGENCY LANDING AWAY FROM BOAT TRAFFIC AND LANDED HARD. BOTH PILOTS SAFELY EXITED THE PLANE WITH NO INJURIES. DPE WAS FIRST ON THE SCENE AND NOTICED THE FUEL SELECTOR VALVE WAS ½" BELOW THE RIGHT TANK DETENT. THE AIRCRAFT WAS TOWED BACK TO THE SHORE AND MOVED TO HANGAR FOR FURTHER INSPECTION.

A&P INITIATED A REVIEW AND IDENTIFIED DAMAGE TO STRUTS ON LEFT FLOAT, INCLUDING A BROKEN CONNECTION AT FORWARD FUSELAGE. THE LEFT FLOAT SUSTAINED A LARGE HOLE FROM THE PROPELLOR, AND THE LEFT WING STRUT WAS BENT AT MULTIPLE POINTS UP TO THE WING. PRIOR TO THE FAA ARRIVAL, A&P COMPLETED THE FOLLOWING CHECKS (1) SUMPED THE FUEL, CLEAN AND CLEAR, (2) REMOVED AND OPENED THE OIL FILTER, FREE OF ABNORMAL PARTICLES, (3) INSPECTED THE AIR FILTER, CLEAR AND INTACT. WITH FAA INSPECTORS PRESENT ON 16 APRIL 2025, THE A&P PERFORMED ADDITIONAL INSPECTIONS TO INCLUDE: (1) DRAINED CARBURETOR BOWL, CLEAR (2) REMOVED FINAL FUEL FILTER, NORMAL, (3) REMOVED AND INSPECTED PLUGS, NORMAL, (4) CHECKED COMPRESSION, NORMAL, (5) CHECKED TIMING, NORMAL, (6) BORE SCOPED EXHAUST SYSTEM, NORMAL, (7) CHECKED FUEL FLOW AT VALVE INTO BUCKET, NORMAL. FOLLOWING THE ENGINE INSPECTION, A&P PERFORMED AN ENGINE RUN TO DUPLICATE THE LOSS IN POWER, WHICH



Aviation Safety Inspector
AW Avionics
General Aviation Division
Flight Standards District Office-15
Orlando, FL 32819

