



Eric Alleyne
Air Safety Investigator
AS-Eastern Region Aviation

Date: 06/20/2025

Subject: ERA25LA236, Accident Damage Discussion

Contact: James Manning - FAA Inspector

During a telephone discussion with Federal Aviation Administration inspector Manning, he reported that he responded to the accident site and confirmed that the airplane had sustained substantial damage to the fuselage. A review of accident site photographs by the NTSB investigator also confirmed the fuselage damage. The right main landing gear had collapsed, resulting in additional fuselage damage.

Examination of the airplane revealed that two of the three propeller blades were missing from the propeller hub and could not be located at the accident site. A review of the airplane's maintenance records indicated that the propeller manufacturer's service bulletin specified a time-between-overhaul (TBO) limit of 300 hours or 60 calendar months, whichever occurred first. The propeller had accrued 528 hours of time in service since installation.

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