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Date: 9/5/2025

Subject: ERA25LA299, Accident Examination Discussion

Contact: James Zehr, FAA Inspector, FAA/FSDO

According to FAA Inspector Zehr, examination of the airplane at the wreckage site revealed substantial damage to the firewall and left-wing spar. Both main fuel tanks were intact, and the fuel caps were secure with no evidence of breach; however, less than one gallon of fuel was recovered from both tanks combined. Trace amounts of fuel were observed in the fuel lines, which were free of obstruction, and the gascolator was found empty. It was also noted on site that the left fuel gauge showed a reading of more than a $\frac{1}{4}$ of a tank of fuel, although being void of fuel.



Left fuel tank reading over a $\frac{1}{4}$ tank of fuel, but void of fuel. (FAA Photo)

The airplane was subsequently recovered to AMF Aviation, LLC, in Springfield, Tennessee. Inspector Zehr traveled to the facility to participate in the postaccident

examination and engine operational test. An AMF mechanic and Inspector Zehr removed the upper and lower engine cowlings to facilitate inspection. A cursory examination of the engine, including inspection of the spark plugs and a borescope examination of the cylinders, revealed no mechanical anomalies that would have precluded normal operation.

A temporary fuel tank containing 100LL aviation fuel was attached to the fuel supply line leading to the carburetor, and the aircraft battery was connected to support the engine test run. During the start sequence, the propeller rotated approximately six revolutions before the engine started normally. The engine operated for about one minute, during which a magneto check was performed with normal results.

A continuity check of the carburetor heat, mixture, and throttle controls was also conducted. No defects were noted, and all controls functioned normally throughout their full range of motion. The engine was then shut down in the normal manner, and the aircraft battery was disconnected.

Based on the postaccident inspection and operational testing, no mechanical discrepancies were identified that would have prevented normal engine operation.

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