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Aviation Accident Investigator
Eastern Region

Date: January 27, 2026
Subject: NTSB Accident Number: ERA25LA306
Contact: Michael Stanfield, ASI, FAA

The following inspector statement was extracted from an email by Inspector Stanfield on September 18, 2025.

"Was notified 9:30 AM August 1ath• 2025 of an occurrence at Martin state airport which happened August 17th at 0130 in the morning. The pilot reported a hard landing to the flight school/ operator he rented the aircraft from. The flight school/operator reported the occurrence to their Primary Operations Inspector. The Primary Operations Inspector reported it to the frontline manager at Baltimore FSDO and the manager notified me. I drove out to Martin state airport approximately 12:30 August 18th to inspect the aircraft N6208C. First thing I noticed during the visual inspection was the nose tire was blown and the nose strut was not collapsed. Maintenance personnel removed the top and bottom cowling where I observed the firewall bent, the firewall reinforcement plate bent, the lower belly skin bent, the pilot and copilot floorboards bent and took pictures of all. Took pictures of logbook entries for 6208C consisting of last annual inspections for airframe engine and propeller, and the last pitot static and transponder check. Then requested statement from the pilot as to what happened and pilot information as far as flight times and times in make and model of this aircraft. After speaking with the NTSB investigator, I return to the aircraft to look for internal signs of flight control binding. My observations found that the binding in the aircraft controls happened because of the hard landing. The bent belly skin pushed the yoke pivot point up and was binding on the avionics supports. I took pictures of what I found and submitted all to NTSB inspector.

ASI Michael Stanfield Baltimore FSDO"