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Air Safety Investigator
AS-ERA

Date: 10/16/2025

Subject: ERA25LA379 Pilot Interview

Contact: [REDACTED]

Mr. [REDACTED] was contacted via telephone to discuss the accident of N533SE. Mr. [REDACTED] was asked to describe the flight.

He explained that this was the first flight in the plane after purchasing from the previous owner. He stated that he had hired a new instructor to assist with tailwheel training, after transferring from another school. He stated that a thorough preflight inspection was conducted, and nothing looked out of the ordinary. He explained that they were considerate of weight and so opted to not fill the wing tanks completely, stating that 6 gallons of a 100LL/oil mixture were in each side. He estimated they were 6lb over gross on startup but expected at takeoff they would be at the max gross weight for the aircraft.

After starting the plane he explained they did a 10-minute warm up. After the warm up, coolant and exhaust temperatures were acceptable. He then requested a taxi clearance from ground control and planned for departure from runway 33, at the intersecting runway, 23. On takeoff he noted that water temperature and exhaust gas temperature were acceptable, airspeed normal. On initial climb, he noted that the plane started to descend and they elected to land back on the runway. He stated that upon landing the gear collapsed and the plane wound up in the grass.

When asked about preflight planning, Mr. [REDACTED] advised that he had performed a weight and balance. He also advised that the wind was down the runway at 9 gusting to 14.

Mr. [REDACTED] was asked if he performed a runup and if there were any abnormal indications. He stated he performed a runup at 4000rpm and checked both magnetos.

Mr. [REDACTED] was asked who performed the takeoff. He stated that he had performed the takeoff but the instructor was shadowing. He stated that at 40mph the tail was raised, then let the plane "hop up in ground effect" then began a climb out at 55mph. Mr. [REDACTED] advised that the audible performance of the engine seemed normal, stating the engine RPM was perhaps 6100-6200rpm. He was not sure if the ground adjustable propeller was pitched for cruise or climb.

Mr. [REDACTED] was asked if his medical had the correct information on it. He advised that his weight had changed and provided an updated value.