

Inspector statement – N8555L

On September 24, 2014, Inspector Gino Rezzonico and I investigated an accident involving a PA-25-260, N8555L, serial number 25-4976 that landed in the water near Dillingham Airfield.

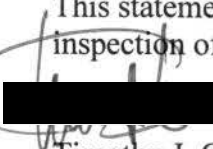
We arrived at the accident site at approximately 1310 HST. Almost immediately upon arrival at the site, the owner of the aircraft Ana Gromacki, informed me that the aircraft ran out of gas and that prior to the accident flight, she gave the pilot a gas card and told him to refuel the aircraft.

I performed a physical inspection of the aircraft and found the aft fuselage to be deformed, rudder damaged, both ailerons damaged, the left flap missing and left wing appeared to be twisted. There was some damage to the lower right side of the engine cowl. There was no apparent damage to the propeller, indicating to me that the engine was not running when the aircraft landed in the water. The propeller was able to be turned through freely by hand with no abnormal sounds from the engine. I opened the gas tank and found it to be empty. The fuel tank appeared to be intact.

I observed Inspector Rezzonico interviewing the pilot, Mr. Gregory Harding, who confirmed that he did not physically (by visual inspection or using a graduated dip stick) verify the amount of fuel in the aircraft. His method of checking fuel quantity was by using a sight gauge located just forward of the fuel filler cap. Mr. Harding indicated that he estimated that he has 3/8 of a tank when he started flying that day. He said it was his intention to refuel the aircraft when he finished the flight that the accident occurred on.

I review the airframe, engine and propeller logbooks and found that the last annual was recorded in the airframe and engine logbooks as being accomplished on 9/11/2014 at Hobbs time of 3362.3 with both the airframe and engine found to be un-airworthy with a list of discrepancies given to the owner. There was no inspection entry for the propeller and no subsequent maintenance record entries for maintenance performed on the engine or airframe.

This statement is to the best of my knowledge an accurate and true recollection of my inspection of N8555L and a review of the aircraft records at the Honolulu FSDO.


Timothy J. Cislo
Aviation Safety Inspector
September 25, 2014

Little Thomas

From: Tim Cislo [REDACTED]
Sent: Wednesday, October 22, 2014 10:59 AM
To: Little Thomas
Subject: RE: N8555L photos WPR14CA389

Tom,

I'd say the damage is due to impact with the water.

Regards,

Tim

On Oct 22, 2014 6:45 AM, "Little Thomas" [REDACTED] wrote:

Tim,

One last question:

Based on your onsite examination of the damage to the airplane, which was substantial as viewed in the pictures, would you say that this was most likely due to the impact forces with the water on landing, or was it due to the recovery process?

Thanks,

Tom

Thomas M. Little
[REDACTED]

Air Safety Investigator