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**Date:** December 5, 2024

**Subject:** WPR25LA053, Memorandum for Record

**Contact:** Todd T. Pryor, Inspector, Federal Aviation Administration

The following is a synopsis of the information provided by Mr. Pryor in an e-mail correspondence.

On December 3, 2024 he and Inspector Paul Lucas arrived at the Felts Field Airport (SFF), Spokane, Washington, in regards to an aviation accident that involved N29GA, a Gulfstream AM CORP COMM DIV690D. Examination of the accident site revealed that N29GA was attempting to land on runway 04L, but ended up short of the runway. The airplane was observed in an upright position with the landing gear collapsed. During the initial walk around, remnants of moderate rime icing was observed on the right and left-wing leading edges that were documented with pictures. Indications of icing was also still visible on the propeller spinner, vertical and horizontal surfaces along with two top fuselage antennas. The stall warning vane had severe icing and appeared to be inoperative with the amount of ice built up on the vane and surrounding area. The first identified point of contact (FIPC) with terrain were skid marks about 1122 feet southwest of the runway threshold. The propellers were all sheared off on both engine and scattered in the field past the impact point. Wrinkling was observed on the fuselage in several places on both sides of the airplane. The flaps were in the extended position and documented with pictures.

On the afternoon of December 4, 2024, the airplane was unlocked and the airplane's instrumentation and switch positions were documented. Flight control continuity was established from the cockpit flight controls to the respective flight control surfaces. The recovery crew turned the power to the airplane on to defuel and verified fuel load as adequate with 300+ gallons aboard. Pictures from first responders of the accident airplane are also attached.



*Figure 1: Rear view of accident airplane (Courtesy of FAA)*



*Figure 2: View of ice on stall warning vane (Courtesy of FAA)*



*Figure 3: View of ice on leading edge of horizontal stabilizer. (Courtesy of FAA)*



*Figure 4: View of ice on fuselage antennas. (Courtesy of FAA)*