

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 11:10 AM	DATE 10/03/2024
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Frederick Northup (Pilot)		ROUTING	
		SYMBOL	INITIALS
George Scheibel (FAA Airworthiness ASI)			
Travis Costello (FAA Operations ASI)			
SUBJECT Operation of N5625T on 09/29/2024 at South Lake in Ohio, NY			
DIGEST Contacted Frederick Northup with OPS inspector TJC. I informed Frederick that I had an operations inspector with me on the call, and introduced Travis Costello to the pilot. I asked the pilot if he had any questions about the Pilots Bill of Rights or privacy act statement he received by email. The Pilot stated that he understood and had no questions. Inspector Costello asked the Pilot to describe the event and any other factors leading up to the event. The Pilot stated he was staying up at his camp, which he has done frequently in the past. The pilot stated that he had performed a pre-flight inspection of the aircraft in the morning and noticed some dew on the leading edge of the wings and had a little trouble reaching the right wing to fully wipe off the dew. The pilot stated that he has experienced performance issues with the wings in the past from dew on edge of wings, and stated he wiped it the best he could but was not sure if it had any effect on the accident. The pilot explained that the weather was clear and the water was calm further stating he don't believe weather played any factor. The pilot stated that he got weather information from Griffiss. The pilot mentioned that during the pre-flight inspection, he had forgotten to complete the task of draining possible water from the fuel tank, and that he usually does not have moisture issues in the fuel. The pilot mentioned that during			
CONCLUSION, ACTION TAKEN, OR REQUIRED Filed record of conversation			
DATE 10/25/2024	TITLE Aviation Safety Inspector	SIGNATURE GEORGE D SCHEIBEL III <div> Digitally signed by GEORGE D SCHEIBEL Date: 2024.10.25 09:43:55 -04'00' </div>	

DIGEST (CONT)

runup, he observed a loss of rpm while checking the Mag, and resolved the issue by leaning the mixture. The pilot stated that his aircraft does not have a carburetor, as it it fuel injected. The pilot mentioned that when he was taking off and slightly lifting off the water, he noticed a reduction in power and a shutter in the right wing. The pilot then explained that he attempted to bring the aircraft down, and that during the process, the right wing had contacted the water which caused the aircraft to spin around. The pilot added that as the aircraft had spun around, the right float assembly folded up under the aircraft partially separating, and the left outboard portion of the wing was significantly damaged. The pilot then stated that he felt the aircraft was repairable at that time, but when the aircraft was being extracted, additional damage had occurred which made the aircraft a total loss in his opinion. The pilot mentioned that while the aircraft was being lifted up out of the water in the upright position, the aircraft had flipped upside down, and that further damage was created by the aircraft dragging against the ground. The pilot mentioned that no damage is covered on his insurance. I mentioned to the pilot that I noticed he was the former aircraft owner just over a year ago. I then asked the pilot what is his relationship to the aircraft owner. The pilot stated that he had sold the aircraft to his grandson, and mentioned that he still utilizes the aircraft from time to time. The pilot mentioned that he wished that he had given the aircraft more power instead of bringing the aircraft back down. Inspector Costello and I had discussed with the pilot operational factors and the importance of draining any potential water from the fuel. I explained the compliance program to the pilot, and mentioned that if we need any additional information, we will reach out to him directly. -----END OF CONVERSATION-----