

NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety
Washington, DC 20594

SUMMARY OF AIRCRAFT EXAMINATION

-- CEN21FA177 --

A. OVERVIEW

On April 3, 2021, about 1735 central daylight time, a Magnus Fusion 212, N434MA, was substantially damaged when it was involved in an accident near Conifer, Colorado. The sport pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

B. PARTICIPANTS

Representatives from the NTSB and FAA conducted wreckage examinations at the accident site, with assistance from an alpine recovery team due to the rugged site.

C. SUMMARY OF EXAMINATIONS

The airplane impacted into mountainous, forested terrain with a nose low attitude and low forward groundspeed. The accident site elevation was about 9,107 ft mean sea level (msl).

The airplane was equipped with a parachute recovery system that was not deployed. An explosives specialist detonated the parachute ballistics charge, with no anomalies noted.

All flight control surfaces were accounted for at the accident site. Flaps were in the up position and no flight control continuity anomalies were observed. The elevator trim tab had pulled free from the left elevator due to impact damage. After the trim tab bracket was reinserted back into the elevator, the trim tab was deflected 3-5 degrees trailing edge down from the trailing edge of the elevator.

The engine was resting on the propeller hub. No evidence of propeller-clipped branches were observed and the propeller hub/blades did not have signs of scoring.

Both left and right carburetor float bowls were removed and found to have a small amount of fuel, with no contamination observed. The bowl and float assemblies appeared to be in working order.

All engine valve covers were removed. The forward left valve cover was impact damaged. No anomalies were observed with the rockers and springs. The spark plugs were not damaged. A white powder coating the electrode and surrounding areas was observed. Engine position and terrain prevented rotation of the propeller or accessories.

There was no evidence of pre-impact mechanical malfunctions observed during examinations of the engine and airframe.

Two Dynon avionics panels were removed from the wreckage for download. The right panel showed impact damage to the screen and some bending of the units casing. The left panel did not have any damage.

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