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Date: September 6, 2024

Subject: CEN24LA332

Contact: Bernard von Rentzell - FAA Inspector

Inspector Rentzell traveled to the Sheriff's Office impound yard to review the wreckage of the trike.



Figure 1. Main Wreckage (Provided by FAA)



Figure 2. Control Bar and Sail (Provided by FAA)

The control bar was examined to ensure all of the bolts and attached cables were intact and were assembled correctly. Both control bar down tubes were bent and broken consistent with impact damage.



Figure 3. Hang Point Nuts and Bolts (Provided by FAA)

The hang point nuts and bolts were all in place and secured with cotter keys or quick release diaper pins. The hang point was positioned correctly between two locking collars in the center of the keel and attached to the red top of the mast.



Figure 4. Hang Point and Mast (Provided by FAA)

The hang point was intact and connected to the two red tubes of the mast. The keel is shown broken or snapped at both ends. All applicable fasteners were in place.



Figure 5. Back End of Keel (Provided by FAA)

The bolts and the locking mechanism of the crossbar tensioning cables attachment were intact and unbroken.



Figure 6. Sail (Provided by FAA)

The nose plates are shown between the two red parts of the sail. They were examined and all of the bolts and cables were secured and attached correctly. The down tubes are also pictured, and they were bent and snapped off at the joints. The bolts and cables were intact.



Figure 7. Kingpost and Sail (Provided by FAA)

The kingpost was completely intact and the cables were secure.



Figure 8. Ballistic Recovery System Safety Pin (Provided by FAA)

The aircraft was equipped with a Ballistic Recovery System. The safety pin was found installed.



Figure 9. Instrument Panel (Provided by FAA)



Figure 20. Engine and Propeller Assembly (Provided by FAA)

The engine remained attached to the fuselage. The 3-blade propeller assembly remained attached to the engine. All three propeller blades were impact-damaged and splintered about midspan.