



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety
Denver Flight Standards District Office

████████████████████
Denver, CO 80249
████████████████████

Accident Inspector Statement

Subject: accident that occurred on November 23rd, 2024, at 1110 MST

Aircraft: N434CP

FAA Inspector: ██████████

Narrative:

FAA Inspectors ██████████ and myself arrived at LFRA Fire Station #9 in Drake, Colorado around 0730 MST on November 23rd, 2024. We met up with the search and rescue (SAR) group who put us in contact with Nathan Wood, the Larimer County Sheriff's deputy for this part of the county. Nathan informed the 3 of us that he can guide us to the crash scene. We decided to split up into 2 groups: Inspector ██████████ and myself would hike the mountain with Deputy Wood while Inspector ██████████ would go with the NTSB to interview the 1 survivor. Inspector ██████████ Deputy Wood, and myself began our hike a little before 0800 MST. The hike had Inspector ██████████ Deputy Wood, and myself traveling South up roughly 600 ft in elevation over a distance of roughly 0.7 miles to the accident scene.

We arrived at the accident scene (GPS Coordinates: 40°26'29.4"N 105°18'32.9"W) roughly around 0900 MST. The aircraft was roughly 75ft southeast and down from the western ridgeline that we had approached from. There was already a team there from LFRA Fire Station #9 that were attempting to remove the deceased PIC from the aircraft. From 75ft away, the aircraft looked to be separated into 5 distinct parts: Fuselage, LH outboard wing, LH inboard wing, RH outboard wing, and RH inboard wing. The fuselage was facing an easterly direction and had suffered major damage to the cabin and Engine compartment. The fuselage was positioned upright. The LH outboard wing, LH inboard wing and RH inboard wing looked to be lying next to one another in a straight line on the RH, Aft side of the cabin compartment. The RH outboard wing looked to be lodged and wrapped around the north side of a tree roughly 35ft in the air and approximately 50 ft south of the main wreckage of the aircraft.

Upon closer inspection, the instrument panel was largely crushed inwards towards the firewall. The propeller, a 3 bladed propeller, had damage to the leading edges of each blade. One blade looked to be fairly straight, another blade was significantly bent backwards, and the 3rd blade looked like it had the tip broken off. There was no smell of fuel around the fuselage and 3 wing sections. The elevator, rudder and the top half of the vertical stabilizer look to have been torn off from the impact made with a tree that is positioned 3 feet aft of the empennage. Looking up the hill to the south, I could see a path of trees that looked to have been broken in half, presumably from the impact of the aircraft. The debris field looked to of cover an area roughly 100ft long and 50 ft wide. All parts were located within this area. Inspector ██████████ and myself were able to locate both wings,

aileron, flaps, elevator, rudder, vertical and horizontal stabilizers. Due to conditions on sight and condition of the aircraft, we were unable to verify continuity of the flight controls.



FAA IIC

