

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN25LA149

EXAMINATION SUMMARY

May 15, 2025

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A. ACCIDENT

Location: Platteville, Wisconsin
Date: April 8, 2025
Time: 1253 central daylight time
Aircraft: PPHU Ekolot KR-030 Topaz, N568RD

B. EXAMINATION SUMMARY

Investigator-in-Charge (IIC)	Timothy Sorensen ¹² Aviation Accident Investigator National Transportation Safety Board Denver, Colorado
Party Coordinator	Peter Hupfer Aviation Safety Inspector Federal Aviation Administration – Flight Standards Milwaukee, Wisconsin
Participant	Howard Gordon Aviation Safety Inspector Federal Aviation Administration – Flight Standards Milwaukee, Wisconsin
Party Coordinator	Jordan Paskevich Air Safety Investigator Rotech Flight Safety Kelowna, British Columbia

C. ACCIDENT SUMMARY

On April 8, 2025, about 1253 central daylight time, a PPHU Ekolot KR-030 Topaz light sport airplane, N568RD, was substantially damaged when it was involved in an accident near Platteville, Wisconsin. The pilot sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The wreckage was recovered to the airplane owner's hangar located at the Platteville Municipal Airport. Post-recovery airframe and engine examinations were

¹ Present during the on-scene examination.

² Present during the engine examination.

conducted on May 15th by the NTSB with the assistance of the FAA and Rotech Flight Safety.

D. EXAMINATION SUMMARY

1.0 Accident Site

The airplane impacted an open field about 0.16 mile west (262°) from the runway 7 arrival threshold at the Platteville Municipal Airport (PVB). The airplane came to rest upright on the westerly heading about 150 ft southeast (125°) from the ground impact marks. Approximate coordinates of the accident site were 42.6852 north latitude, 90.4546 west longitude. The elevation was about 992 feet.

2.0 Airframe Examination³

PPHU Ekolot KR-030 Topaz P (s/n 30-15-03)

The forward fuselage exhibited deformation and delamination consistent with impact. The aft fuselage was partially separated near the baggage area and aft of the vertical stabilizer. The landing gear was collapsed or separated. Both cabin doors/windows had separated and were located within the debris field.

The left wing exhibited impact related damage and deformation outboard of the aileron. The right wing was deformed from midspan outboard. The flaps and ailerons remained attached and exhibited damage consistent with the corresponding wing damage.

The horizontal stabilizer and elevator remained attached to the aft most section of the fuselage. The vertical stabilizer remained attached to the fuselage; however, the rudder was separated and located adjacent to the fuselage.

Examination of the flight control system revealed damage and separations consistent with impact forces. No anomalies attributable to a preimpact failure or malfunction were observed.

3.0 Engine Examination

Rotax 912IS3 (s/n 10003306)

The engine was dislocated and the engine mount and firewall were damaged. The engine case and cylinders appeared intact and undamaged. Internal engine continuity was confirmed via crankshaft rotation. Compression and suction were obtained on all cylinders.

The spark plugs were secure and intact. The no. 3 cylinder bottom spark plug was oil wetted consistent with the resting orientation of the engine. Otherwise, the

³ Directions related to accident site placement and component damage/deformation are with respect to an intact airframe unless otherwise noted.

spark plugs were unremarkable. The electrodes exhibited normal combustion signatures. The ignition harness leads were secure to the plugs and intact. The ignition modules were secure and undamaged.

The fuel lines remained securely attached to the engine, gascolator, and header tank. A fuel sample collected from the header tank exhibited a blue tint and odor consistent with 100LL Avgas. (The fuel system did not incorporate the mandatory crossover feed line with the metered orifice.)

The fuel were installed in a stainless-steel enclosure mounted to the firewall. The pumps appeared intact. No anomalies were observed with either the auxiliary or main fuel pump. The fuel system contained one filter at the gascolator. No sediment or debris was observed in the filter.

The oil tank was secure to the engine firewall. Minimal oil was present in the tank. However, oil was present in the no. 3 cylinder consistent with the storage orientation of the engine. The oil lines and oil cooler appeared intact and undamaged. The oil pump was intact and appeared operational. The oil filter was secure and undamaged. The filter was not opened.

The coolant system appeared intact, and engine coolant was present in the expansion tank. No anomalies were observed with the coolant system.

The exhaust ducting was securely attached to the engine. The muffler assembly was dislocated from the exhaust and dented consistent with impact forces. No anomalies were observed with the engine's exhaust system.

The engine control unit (ECU) was intact and secure.

4.0 Propeller Examination

DUC Helice Tripale Swirl-3-L

The propeller hub remained attached to the engine propeller flange. The hub appeared to be intact. All three composite blades were retained by the hub. They were each separated various spans from the root with corresponding delamination and splintering. The propeller spinner was fragmented.

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