



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

October 30, 2020

AIRFRAME AND ENGINE EXAMINATION SUMMARY

WPR21LA003

This document contains 7 embedded photos.

A. ACCIDENT

Location: Hawthorne, California
Date: October 4, 2020
Aircraft: N449WB; Evolution Revo

Preliminary Report:

On October 4, 2020, about 0935 Pacific daylight time, weight shift control (WSC) light sport airplane, commonly referred to as a “Trike,” N449WB, was substantially damaged when it was involved in an accident near Hawthorne, California. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

A witness was driving his vehicle near the Jack Northrop Field/Hawthorne Municipal Airport (HHR), Hawthorne, California, when he observed the airplane depart the runway and “just turn” [right] at a height of about 500 ft above the ground (agl). Another witness and friend of the accident pilot was performing a preflight on his airplane when he saw the airplane takeoff from runway 25 and climb to about 30-40 ft agl before banking right. The airplane cleared the airport perimeter fence and continued to bank right until it was out of sight. Another witness watched the airplane depart the runway and soon after began a right banking turn. He watched as the pilot “pushed the steering to the right and banked harder to the right before flying into the drainage ditch.” The witness also stated that the engine was running the entire time that it was in flight.

The pilot established communication with a controller and was cleared to depart runway 25 with left closed traffic. Preliminary flight track data shows the airplane depart from the runway and veer slightly left of centerline then began a right turn before dropping off of radar. There were no airplanes departing or arriving during the time of the accident. The last aircraft that departed the runway was 15 minutes prior to the accident flight.

The airplane impacted trees and two rows of fencing before impacting the wall of a drainage ditch north of the airport, about 1/4-mile northwest of the departure end of runway 25.

B. PARTICIPANTS

Andrew Swick-NTSB IIC
Jordan Paskevich-Rotax

C. SUMMARY

Examination of the wreckage was conducted at the facilities of Southwest Aircraft Transportation and Recovery Incorporated, Chino, California. The postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

DETAILS OF THE INVESTIGATION

1.0 Tricycle Fuselage Examination

The tricycle fuselage was positioned on the damaged folded wing for purposes of the relocation of the wreckage from the accident site. The forward section of the fuselage had impact damage and was partially separated from main wreckage. The rear main wheel assemblies both separated from the fuselage. The parachute system was deactivated by cutting the T-handle pull cord by the recovery company.



Figure 1-Main wreckage, view of the forward left side.

Thermal damage was noted near the fuel cap area and the left side of the engine. The wing mast separated from the fuselage.



Figure 2-Main wreckage, view of the aft right side.

2.0 Engine Examination

The engine remained attached to the fuselage and had impact and thermal damage. The propeller assembly remained attached to the engine and had impact damage to each of its blades. The blades had about half of their material missing. The left side of the engine had impact damage and thermal damage. The engine control unit was undamaged and removed from the fuselage. The engine control unit was successfully downloaded.



Figure 3-Engine and propeller assembly.

3.0 Wing Examination

The wing was unfolded, and its internal structure had impact damage at numerous areas. The left side of the wing shows extensive damage at the leading edge. The wing support structure was positioned in its relative area and all structure was accounted for.



Figure 4-Wing, lower side.



Figure 5-Wing, upper side.



Figure 6-Wing, control structure.



Figure 7-Wing, internal structure.

Submitted by: Andrew Swick