

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR23FA138

ACCIDENT SITE AND WRECKAGE EXAMINATION REPORT

April 1, 2023

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A. ACCIDENT

Location: Santa Teresa, New Mexico
Date: April 1, 2023
Time: 0730 MDT
Airplane: Aerotrike Cobra

B. PARTICIPANTS

IIC	Andrew Swick NTSB/AS-WPR Phoenix, Arizona
Inspector-in-Charge	Michael Petrofes FAA/FSDO Albuquerque, New Mexico

C. DETAILS OF THE EXAMINATION

1.0 Accident Site

An examination of the accident site revealed that the trike impacted the road surface at an elevation of 4,114 ft mean sea level (msl). Impact marks on the asphalt road surface were not identified. A small area fire ensued consuming the wing sail, some of the wreckage and burning the grass covered medians. Thirty-foot-tall trees border the road, and one tree nearest the wreckage was burned on one side. The wing structure and carriage which remained partially attached and had impact and thermal damage.

The occupant was removed from the wreckage prior to the examination of the wreckage.



Figure 1-Accident site, main wreckage.

The bolt that attaches the wing to the mast was removed and the wing was separated from the cockpit. The bolt shaft was deformed.



Figure 2-Accident site, wing removed from the main wreckage.

The wing was separated and damaged in multiple areas. All bolt connections, safety rings and hardware remained attached to the wing. The cables remained intact and their attachments undamaged.

1.1 Cockpit

The cockpit had impact and thermal damage. The parachute deployed from its containment bag and remained in the parachute sleeve. The parachute T-handle remained in the handle mount and the safety pin was found adjacent to the pin hole area. The safety pin engagement surface area had less sooting residue than the head of the pin. (See figure 5 and 6)



Figure 3-Accident site, cockpit and engine.



Figure 4-Accident site, parachute T-handle and pin.



Figure 5-Accident site, parachute T-handle and pin.

1.2 Engine and Propeller

The engine remained attached to the cockpit and the propeller remained attached to the engine crankshaft flange. The engine had excessive thermal damage. Two of the propeller blades showed thermal damage. The carburetors and air filters separated from the engine and had thermal damage. The throttle cable continuity was traced from the throttle lever to the carburetor locations.



Figure 6-Accident site, engine and propeller.

Submitted by:

Andrew Swick
Aviation Accident Investigator