

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA083

NTSB WRECKAGE EXAMINATION REPORT

June 11, 2024

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A. ACCIDENT

Location: Westwater, Utah
Date: February 7, 2024
Time: 1048 mountain standard time
1748 UTC
Airplane: Hawker 900XP (N900VA)

B. PARTICIPANTS

IIC	Stephen Stein National Transportation Safety Board Federal Way, Washington
Party Member	Ricardo Asensio Textron Aviation Wichita, Kansas
Party Member	Ed Mirzakhanian Clay Lacy Van Nuys, California
Party Member	Allen McReynolds West Star East Alton, Illinois
FAA	Patrick Lusch Federal Aviation Administration Washington, D.C.

C. SUMMARY

A wreckage examination was performed at Beegles Aircraft in Greeley, Colorado on June 11, 2024. As most of the wreckage was consumed by postcrash fire, the purpose of the examination was to capture remnants of the flight control system. The wreckage fragments and smaller pieces had been recovered into approximately 20 canvas bags. Each bag was emptied onto a tarp and the contents were examined to locate remnants of the flight control cables and fragments of the flight control assembly and systems.



Figure 1: Wreckage layout

D. DETAILS OF THE EXAMINATION

1.0 Flight Control Cables

Approximately 16 strands of flight control cable sections were recovered. None of the strands could be traced back to their installation (elevator, rudder, trim, flap). Aileron and rudder/elevator continuity were accounted for onsite. The cable ends either exhibited broomstrawing consistent with overload separation, thermal damage, or had been cut by recovery personnel.

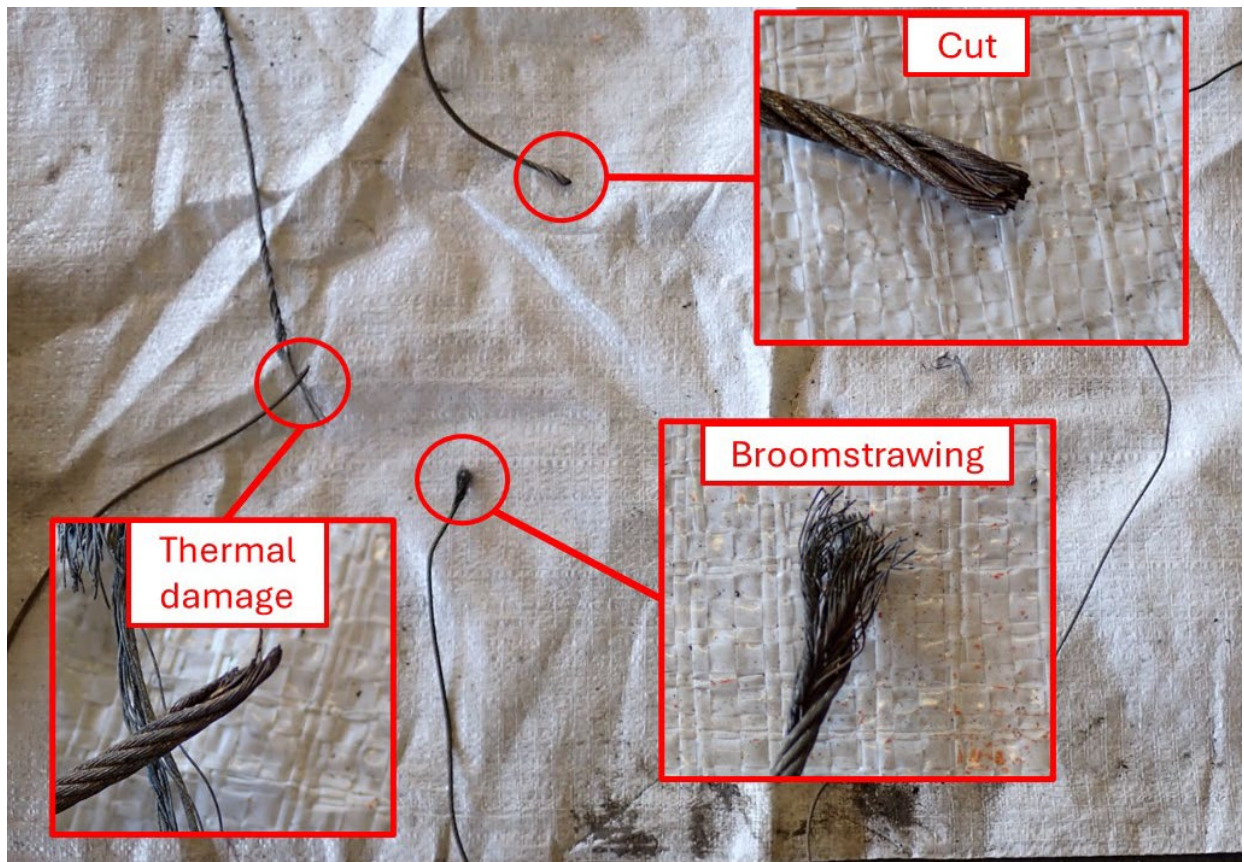


Figure 2: Cable fragments recovered from wreckage with damage from overload separation, postcrash fire, and to facilitate recovery

2.0 Wing Structure

The outboard right wing remained intact with the lower aileron still attached, and the winglet had separated. The right wing flap had separated from the wing and was damaged by postcrash fire. The flap skin was punctured and exhibited upward bending. The stall spoiler (stall strip) was still attached at the inboard right wing leading edge. The flap actuator remained intact. Approximately 3-4 TKS panels were identified within the recovered wreckage.



Figure 3: Stall spoiler (stall strip) at right wing leading edge

The outboard half of the left wing remained intact as was the left aileron, which had separated from the wing. The midspan section of the wing was thermally damaged and partially melted and the winglet was partially fractured. The flap was mostly intact and the inboard section was fractured. The flap actuator remained intact. Six of 8 of the TKS panels were identified within the recovered wreckage.

Submitted by:

Stephen Stein
Senior Aviation Accident Investigator