



Aviation Investigation Factual Report

Location:	Virgin, Utah	Accident Number:	WPR10LA021
Date & Time:	October 17, 2009, 17:00 Local	Registration:	N10LK
Aircraft:	Aerotrike Naked Cobra	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

HISTORY OF FLIGHT

On October 17, 2009, about 1700 mountain daylight time, an Aerotrike Naked Cobra, N10LK, collided with wooded terrain during cruise flight in Zion National Park near Virgin, Utah. The student pilot was operating the weight-shift-control experimental airplane under the provisions of 14 Code of Federal Regulations Part 91. The pilot was not injured; the passenger sustained serious injuries. The airplane sustained substantial damage to the fuselage and wing spar. The personal flight departed from a private airstrip in St. George, Utah, about 1600, with a planned destination of General Dick Stout Field Airport, Hurricane, Utah. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported to the National Park Service (NPS) Ranger who responded to the scene that he was flying at an altitude of 500 feet above ground level (agl), when the engine experienced a loss of power. He attempted to restart the engine, but was unsuccessful. Unable to locate a suitable landing area he performed a forced landing into trees. The pilot stated that he held a "Sportsman's License."

During a subsequent interview with a Federal Aviation Administration (FAA) inspector, the pilot revealed that he held a student pilot certificate, and that he had been flying at 2,000 feet agl when the engine lost power.

The airplane was equipped with an experimental two-stroke Rotax 582 series engine, serial number 4016143.

The accident occurred in a remote area of Zion National Park, and as such an on-scene examination could not be performed. According to the NPS Ranger, the pilot removed the engine from the accident site on November 25, 2009, without prior approval or permission of the NPS. The remaining fuselage was recovered by the pilot and NPS personnel on December 5, 2009, and January 7, 2010.

Despite numerous attempts, the pilot did not provide either a written statement, or a copy of the NTSB Pilot/Operator Aircraft Accident Report, Form 6120.1/2. Additionally, the pilot did not respond to multiple requests to make the airplane or engine available for examination.

Student pilot Information

Certificate:	Student	Age:	28, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Aerotrike	Registration:	N10LK
Model/Series:	Naked Cobra	Aircraft Category:	Weight-shift
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	0001
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	543 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	582
Registered Owner:	On file	Rated Power:	65 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SGU,2938 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	32°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Saint George, UT (PVT)	Type of Flight Plan Filed:	None
Destination:	Hurricane, UT (1L8)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:	Saint George PVT	Runway Surface Type:	
Airport Elevation:	2500 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	37.26472,-113.098335

Administrative Information

Investigator In Charge (IIC):	Simpson, Elliott
Additional Participating Persons:	Scott Hartley; Federal Aviation Administration FSDO; Salt Lake City, UT
Report Date:	April 2, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=74916

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).