



National Transportation Safety Board Aviation Accident Final Report

Location:	HOLMEN, WI	Accident Number:	CHI90DEP02
Date & Time:	12/01/1989, 1100 CST	Registration:	NONE
Aircraft:	ROTEC PANTHER 2+	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING TAKEOFF THE EMERGENCY BALLISTIC RECOVERY PARACHUTE PARTIALLY DEPLOYED AND THE BRIDAL CABLE BECAME ENTANGLED IN THE PROPELLER AND AIRPLANE RIGGING. THE CABLE WAS FOUND WRAPPED AROUND THE PROPELLER SHAFT SEVERAL TIMES, CAUSING THE ENGINE TO RUN TIGHT & STOP. INVESTIGATION REVEALED CANNISTER HALF SEPARATION AND DEPLOYMENT OF THE BRIDAL CABLE HARNESS & SHROUD LINES. THE PARACHUTE CANOPY REMAINED STOWED IN THE HALF CANNISTER. THE PULL-TYPE CONTROL CABLE THAT FIRES THE EXPLOSIVE CHARGE WAS IN THE NORMAL STOWED POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADVERTENT PARTIAL DEPLOYMENT OF THE EMERGENCY BALLISTIC RECOVERY PARACHUTE RESULTING IN A LOSS OF ENGINE THRUST AND AERODYNAMIC CONTROL OF THE AIRCRAFT.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MISC EQPT/FURNISHINGS,PARACHUTE/DRAG CHUTE - DEPLOYED INADVERTENTLY

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

2. (C) PROPELLER SYSTEM/ACCESSORIES,BLADE - ENTANGLED

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. (C) FLIGHT CONTROL SYSTEM - MOVEMENT RESTRICTED

4. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	None	Age:	36, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	72 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROTEC	Registration:	NONE
Model/Series:	PANTHER 2+ PANTHER 2+	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	522
Registered Owner:	TRYGGESTAD, MICHAEL	Rated Power:	65 hp
Operator:	TRYGGESTAD, MICHAEL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LSE, 654 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1050 CST	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C / -2°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	FRONTENAC, MN (MY50)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	PACKWAY FARM (09WI)	Runway Surface Type:	
Airport Elevation:	705 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	KAREN KRUEGER	Report Date:	09/30/1991
Additional Participating Persons:	CHARLES EBERT DWAYN HAHN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).