



National Transportation Safety Board Aviation Accident Data Summary

Location:	HOLMEN, WI	Accident Number:	CHI90DEP02
Date & Time:	12/01/1989, 1100 CST	Registration:	NONE
Aircraft:	ROTEC PANTHER 2+	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

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/DAG 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

Pilot Information

Certificate:	None	Age:	36
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	72 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROTEC	Registration:	NONE
Model/Series:	PANTHER 2+ PANTHER 2+	Engines:	1 Reciprocating
Operator:	TRYGGESTAD, MICHAEL	Engine Manufacturer:	ROTAX
Operating Certificate(s) Held:	None	Engine Model/Series:	522
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LSE, 654 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 170°
Temperature:	3°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: FRONTENAC, MN (MY50)		

Airport Information

Airport:	PACKWAY FARM (09WI)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): KAREN KRUEGER Adopted Date: 09/30/1991

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.