



National Transportation Safety Board Aviation Accident Data Summary

Location:	Goldendale, WA	Accident Number:	LAX07CA260
Date & Time:	09/01/2007, 0835 PDT	Registration:	N5180G
Aircraft:	Ayres SR2	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The experimental powered parachute aircraft collided with a fence during an aborted takeoff, resulting in serious injuries to the pilot. The student pilot's first takeoff and landing were uneventful. Prior to commencing the second takeoff in calm wind conditions, the pilot "checked and double checked [the] chute and aircraft...everything checked out." The pilot applied engine power and began taking off from the 40-acre field. The chute did not completely open and it appeared to be tucked in on the right side, which resulted in the chute drifting left. The pilot did not maintain directional control of his aircraft, and at 20 feet above the ground he elected to abort the climb as he approached the runway's end. The airplane impacted a nearby fence at full throttle.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the parachute wing to completely deploy, which resulted in the pilot's failure to maintain directional control during takeoff.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MISC EQPT/FURNISHINGS, PARACHUTE/DRAG CHUTE - MOVEMENT RESTRICTED
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - FENCE

Student Pilot Information

Certificate:	Student	Age:	56
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	9 hours (Total, all aircraft), 9 hours (Total, this make and model), 4 hours (Pilot In Command, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Ayres	Registration:	N5180G
Model/Series:	SR2	Engines:	1 Reciprocating
Operator:	John P. Ayres	Engine Manufacturer:	Rotax
Air Carrier Operating Certificate:	None	Engine Model/Series:	912
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:		Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Goldendale, WA (NONE)	Destination:	Goldendale, WA (NONE)

Airport Information

Airport:	Unnamed airstrip (NONE)	Runway Surface Type:	Grass/turf
Runway Used:	00	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	

Administrative Information

Investigator In Charge (IIC):	Wayne Pollack	Adopted Date:	11/29/2007
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.