



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|--------------------|
| Location: | Plant City, FL | Accident Number: | ERA12LA264 |
| Date & Time: | 04/01/2012, 0800 EDT | Registration: | N415BA |
| Aircraft: | POWRACHUTE LLC AIRWOLF 912ULS | Injuries: | 1 Serious, 1 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

The flight instructor was providing a demonstration/instructional flight to the passenger the day after the powered parachute had been setup as a static display at an air show. After performing a preflight inspection and arranging the parachute, the flight instructor briefed the passenger that they would approach the runway from the northwest, and then depart along the runway to the south. The flight instructor then started the engine, “kited” the parachute, and proceeded southeast toward the runway and the 75-foot-tall trees along its eastern edge. Upon reaching the western edge of the runway, the flight instructor increased the engine power, and the powered parachute lifted off from the ground; however, it was still oriented at an angle to the runway, and it continued on its southeasterly track toward the trees ahead. The flight instructor attempted to use the steering controls of the parachute to steer the vehicle to the right away from the trees but found them to be ineffective. He then attempted to pull on both of the steering lines to give the parachute additional lift, but the vehicle then impacted the tops of the trees and fell to the ground. A postaccident examination revealed a noticeable relative difference in the adjusted length of the left and right steering lines, which was also evident in an onboard video of the accident flight. According to published FAA guidance regarding takeoffs in powered parachutes, “The takeoff surface should be firm, free of debris, and not have any obstructions along the takeoff path.”

Flight Events

Prior to flight - Aircraft inspection event
Initial climb - Loss of control in flight
Initial climb - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor’s failure to ensure an obstruction-free takeoff path prior to initiating the takeoff and his inadequate preflight inspection of the powered parachute’s flight controls, which resulted in a collision with trees during the takeoff.

Findings

Personnel issues-Action/decision-Action-Incorrect action selection-Instructor/check pilot - C
Personnel issues-Task performance-Inspection-Preflight inspection-Instructor/check pilot - C

Flight Instructor Information

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|----------------------------------|---|------------------------------|-------------|
| Certificate: | Flight Instructor; Sport Pilot | Age: | 42 |
| Airplane Rating(s): | None | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | Sport Pilot |
| Flight Time: | 314 hours (Total, all aircraft), 314 hours (Total, this make and model), 299 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|---|---|-----------------------------|-----------------|
| Aircraft Manufacturer: | POWRACHUTE LLC | Registration: | N415BA |
| Model/Series: | AIRWOLF 912ULS | Engines: | 1 Reciprocating |
| Operator: | POWRACHUTE LLC | Engine Manufacturer: | ROTAX |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | 912ULS |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Meteorological Information and Flight Plan

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|---|----------------------------------|-------------------------------------|------------------------------|
| Observation Facility, Elevation: | PCM, 153 ft msl | Weather Information Source: | Weather Observation Facility |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Day | Wind Speed/Gusts, Direction: | Calm |
| Temperature: | 17° C / 17° C | Visibility: | 7 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Plant City, FL (9FD2) | Destination: | Plant City, FL (9FD2) |

Airport Information

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|-----------------------------|------------------------------------|----------------------------------|------------|
| Airport: | Blackwater Creek Flightpark (9FD2) | Runway Surface Type: | Grass/turf |
| Runway Used: | 17 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 2300 ft / 150 ft | | |

Wreckage and Impact Information

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

Administrative Information

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|--------------------------------------|---|----------------------|------------|
| Investigator In Charge (IIC): | Dennis Diaz | Adopted Date: | 04/10/2013 |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83272 | | |

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.