



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Hamburg, NY	<b>Accident Number:</b>	ERA12CA472
<b>Date &amp; Time:</b>	07/02/2012, 0650 EDT	<b>Registration:</b>	None
<b>Aircraft:</b>	SIX CHUTTER SKY WRITER 2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The non-certificated pilot stated that he purchased the unregistered powered parachute on the internet. He stated that he practiced taxiing in the grass beside the runway at a private airport for 15 to 20 minutes at a time and that he would occasionally fly the powered parachute about 5 feet off of the ground and set it back down in the grass. No one witnessed the accident, and the powered parachute was found in the grass beside the runway partially inverted with the pilot inside. The pilot reported to the responding local law enforcement officer that he was attempting to land the aircraft and did not know what had caused the crash. Postaccident examination revealed substantial damage to the undercarriage frame and engine mounts. The pilot did not keep a pilot log book, had received no flight training, and stated that he had not experienced any mechanical issues with the powered parachute.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The operation of a powered parachute by a non-certificated pilot. Contributing to the accident was the non-certificated pilot's loss of aircraft control while landing.

## Findings

---

<b>Aircraft</b>	Performance/control parameters - Not attained/maintained (Factor)
<b>Personnel issues</b>	Qualification/certification - Pilot (Cause) Aircraft control - Pilot (Factor)

## Factual Information

### History of Flight

Landing	Loss of control in flight (Defining event) Roll over
---------	---

### Pilot Information

Certificate:	None	Age:	59, 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	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SIX CHUTTER	Registration:	None
Model/Series:	SKY WRITER 2	Aircraft Category:	Powered Parachute
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental Light Sport	Serial Number:	97-1727-2
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	26 Hours	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	503
Registered Owner:	On file	Rated Power:	50 hp
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KBUF, 727 ft msl	Observation Time:	1054 EDT
Distance from Accident Site:	16 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	56°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 1800 ft agl	Temperature/Dew Point:	17° C / 13° C
Lowest Ceiling:	None	Visibility	
Wind Speed/Gusts, Direction:	5 knots, 180°	Visibility (RVR):	
Altimeter Setting:	30 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hamburg, NY (4G2)	Type of Flight Plan Filed:	None
Destination:	Hamburg, NY (4G2)	Type of Clearance:	None
Departure Time:	HDT	Type of Airspace:	

## Airport Information

Airport:	Hamburg Inc. Airport (4G2)	Runway Surface Type:	
Airport Elevation:	751 ft	Runway Surface Condition:	
Runway Used:	N/A	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		

## Administrative Information

Investigator In Charge (IIC):	Brian C Rayner	Adopted Date:	11/07/2012
Additional Participating Persons:	Lee P Abott; FAA Rodchester FSDO; Rodchester, NY		
Publish Date:	11/07/2012		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=84416">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=84416</a>		

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.