



National Transportation Safety Board Aviation Accident Final Report

Location:	Hartford, KY	Accident Number:	ERA16LA254
Date & Time:	07/10/2016, 1845 CDT	Registration:	N3519T
Aircraft:	BUCKEYE DREAM MACHINE	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The student pilot of the powered parachute reported that, during the takeoff roll from an airport parking lot, the engine started to "sputter," so he chose to abort the takeoff. While attempting to do so, he lost control of the powered parachute and collided with a fence, which resulted in substantial damage to the airframe. A postaccident examination and test run of the engine revealed no evidence of preimpact mechanical malfunctions or anomalies that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A partial loss of engine power for reasons that could not be determined and the pilot's failure to maintain directional control during the aborted takeoff.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Fence/fence post - Contributed to outcome
Not determined	Not determined - Unknown/Not determined (Cause)

Factual Information

On July 10, 2016, at 1845 central daylight time, a Buckeye Dream Machine powered parachute, N3519T, was substantially damaged during an aborted takeoff at Ohio County Airport (JQD), Hartford, Kentucky. The student pilot received serious injuries. The powered parachute was privately owned and operated as a 14 Code of Federal Regulations Part 91 personal flight. Visual meteorological conditions prevailed and no flight plan had been filed for the flight, which was originating at the time of the accident.

According to the pilot, he prepared for takeoff from a parking lot at JQD. He started the engine and began the takeoff roll. During the takeoff roll the engine started to "sputter" and the pilot decided to abort the takeoff. While attempting to abort the takeoff, he "lost control" of the powered parachute and collided with a chain link fence.

Examination of the powered parachute by a Federal Aviation Administration inspector revealed that the left frame support tube was broken from the main tube structure. A mechanic performed a cursory examination of the engine and test run was performed. During the examination and test run, no anomalies were noted that would have precluded normal operation.

History of Flight

Takeoff	Loss of engine power (partial)
Takeoff-rejected takeoff	Loss of control on ground (Defining event)
Takeoff	Miscellaneous/other Collision with terr/obj (non-CFIT)

Student Pilot Information

Certificate:	Student	Age:	62, Male
Airplane Rating(s):	None	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport Pilot None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 30 hours (Total, all aircraft), 15 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BUCKEYE	Registration:	N3519T
Model/Series:	DREAM MACHINE NO SERIES	Aircraft Category:	Powered Parachute
Year of Manufacture:	2002	Amateur Built:	No
Airworthiness Certificate:	Experimental Light Sport	Serial Number:	4064
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/15/2016, Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	197 Hours as of last inspection	Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	582
Registered Owner:	ROGERS JIMMY D	Rated Power:	65 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OWB, 536 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	1856 CDT	Direction from Accident Site:	138°
Lowest Cloud Condition:	Few / 4600 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31° C / 18° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hartford, KY (JQD)	Type of Flight Plan Filed:	None
Destination:	Hartford, KY (JQD)	Type of Clearance:	None
Departure Time:	1645 CDT	Type of Airspace:	Class G

Airport Information

Airport:	OHIO COUNTY (JQD)	Runway Surface Type:	N/A
Airport Elevation:	536 ft	Runway Surface Condition:	Dry
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	Latitude, Longitude:	37.458611, -86.849722 (est)

Administrative Information

Investigator In Charge (IIC):	Eric Alleyne	Report Date:	04/13/2020
Additional Participating Persons:	Sidney W Villines; FAA; Louisville, KY		
Publish Date:	04/13/2020		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93595		

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