



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Chetek, Wisconsin	Accident Number:	CEN23LA272
Date & Time:	July 1, 2023, 20:00 Local	Registration:	N6365A
Aircraft:	Six Chuter SR7 XL	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that after he had performed a preflight inspection of the powered parachute and allowed the engine to warm up, he moved the powered parachute into position for takeoff. Prior to takeoff, he applied full engine power and watched the canopy rise and then reduced engine power and checked the canopy lines. He applied full engine power for takeoff, and the powered parachute lifted with no issues. However, when he looked down, the powered parachute was not climbing and headed toward trees. The pilot attempted to adjust the flight path to avoid the trees, but the powered parachute impacted a pole, the trees, and then descended into the ground. The powered parachute sustained substantial damage to the frame. The pilot stated there was no mechanical anomalies with the powered parachute 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:

The pilot's failure to maintain aircraft control during initial climb which resulted in an impact with a pole, trees, and terrain.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Pole - Effect on operation
Environmental issues	Tree(s) - Effect on operation

Factual Information

History of Flight

Initial climb	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Private; Sport Pilot	Age:	57,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Unmanned (sUAS)	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 12, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 2, 2022
Flight Time:	177 hours (Total, all aircraft), 28 hours (Total, this make and model), 150 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Six Chuter	Registration:	N6365A
Model/Series:	SR7 XL	Aircraft Category:	Powered parachute
Year of Manufacture:	1999	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	SC1999CS
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 26, 2023 Condition	Certified Max Gross Wt.:	800 lbs
Time Since Last Inspection:	287.7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	287.7 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	582/90
Registered Owner:	On file	Rated Power:	65 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	Y23,1056 ft msl	Distance from Accident Site:	0.5 Nautical Miles
Observation Time:	19:55 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	29°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chetek, WI	Type of Flight Plan Filed:	None
Destination:	Chetek, WI	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Chetek Municipal/Southworth Airport Y23	Runway Surface Type:	Grass/turf
Airport Elevation:	1055 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3401 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	45.306488,-91.636823(est)

Administrative Information

Investigator In Charge (IIC): Gallo, Mitchell

Additional Participating Persons: Edward Martin; FAA; MSP, MN

Original Publish Date: November 9, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=192502>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).