



Aviation Investigation Final Report

Location:	Hovland, Minnesota	Accident Number:	CEN23LA376
Date & Time:	August 18, 2023, 18:45 Local	Registration:	N538DR
Aircraft:	SIXCHUTER SPIRIT XL	Aircraft Damage:	Unknown
Defining Event:	Unknown or undetermined	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-certificated pilot departed in the powered parachute on a local flight. When the pilot did not return for landing, search and rescue efforts were initiated that located the deceased pilot in a lake in about 44 ft of water. The aircraft was not located. Flight track information for the flight was not available. The pilot never held a medical certificate, and no pilot or maintenance logbooks were made available to the investigation.

An autopsy of the pilot was performed, and the cause of death was hypothermia and drowning. Toxicology testing was negative for screened drugs and alcohol.

Probable Cause and Findings

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

The collision with the lake by a noncertificated pilot for reasons that could not be determined.

Findings

Not determined	(general) - Unknown/Not determined
Personnel issues	Other loss of consciousness - Pilot

Factual Information

History of Flight

Unknown	Unknown or undetermined (Defining event)
---------	--

Pilot Information

Certificate:	None	Age:	73,Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 40 hours (Total, all aircraft), 40 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SIXCHUTER	Registration:	N538DR
Model/Series:	SPIRIT XL	Aircraft Category:	Powered parachute
Year of Manufacture:	2003	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	2879
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	528E
Registered Owner:	On file	Rated Power:	64 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:	KGNA,607 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	18:56 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	17°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hovland, MN (PRI)	Type of Flight Plan Filed:	None
Destination:	Hovland, MN (PRI)	Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Unknown
Passenger Injuries:	N/A	Aircraft Fire:	Unknown
Ground Injuries:		Aircraft Explosion:	Unknown
Total Injuries:	1 Fatal	Latitude, Longitude:	47.843778,-89.938583(est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Daniel Sindt; FAA; Minneapolis, MN
Original Publish Date:	January 25, 2024
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=192921

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](#).