



# Aviation Investigation Final Report

<b>Location:</b>	Hamilton, Montana	<b>Accident Number:</b>	WPR23LA281
<b>Date &amp; Time:</b>	July 19, 2023, 08:00 Local	<b>Registration:</b>	N942WA
<b>Aircraft:</b>	SIX CHUTER INC SR7	<b>Aircraft Damage:</b>	Unknown
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 103: Ultralight		

## Analysis

The pilot of the powered parachute reported that, after raising the wing and during takeoff, the powered parachute experienced an unexpected right turn. He checked to see if any steering lines were tangled but could not confirm that they were. He attempted to increase the right turn to avoid impacting a tree but was unable to clear it, and the powered parachute came to rest in the tree. A stabilizer tube and a center of gravity tube sustained substantial damage. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 directional control during takeoff and subsequent impact with a tree.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot



## Factual Information

### History of Flight

Takeoff	Collision during takeoff/land (Defining event)
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### Pilot Information

Certificate:	Sport Pilot	Age:	67,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 152 hours (Total, all aircraft), 152 hours (Total, this make and model), 152 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	SIX CHUTER INC	Registration:	N942WA
Model/Series:	SR7	Aircraft Category:	Ultralight
Year of Manufacture:	1997	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	97-1739-2SR7
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 10, 2023 Condition	Certified Max Gross Wt.:	825 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	460 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	582
Registered Owner:	On file	Rated Power:	65 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KHRF,3645 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	07:35 Local	<b>Direction from Accident Site:</b>	65°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.24 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hamilton, MT	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Unknown
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	46.23104,-114.19899(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Blocher, Kristyn
<b>Additional Participating Persons:</b>	Jeff Simmons; Federal Aviation Administration; Helena, MT
<b>Original Publish Date:</b>	November 2, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192684">https://data.nts.gov/Docket?ProjectID=192684</a>

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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](#).