

NATIONAL TRANSPORTATION SAFETY BOARD
Vehicle Recorder Division
Washington, D.C. 20594

September 26, 2012

17 – Ground Video Factual Report

by **Bill Tuccio**

A. EVENT

Location: Plant City, Florida
Date: April 1, 2012
Aircraft: Powrachute LLC AirWolf 912ULS
Registration: N415BA
Operator: Private
NTSB Number: ERA12LA264

B. GROUP - No Group

C. SUMMARY

On April 1, 2012, about 0800 eastern daylight time (EDT), a Powrachute LLC Airwolf 912ULS, N415BA, incurred minor damage when it struck trees and terrain during an attempted takeoff from Blackwater Creek Ultralight Flight Park (9FD2), Plant City, Florida. The certificated sport pilot/flight instructor incurred minor injuries and the passenger was seriously injured. Visual meteorological conditions prevailed, and no flight plan was filed for the local instructional flight, which was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.

D. DETAILS OF INVESTIGATION

On April 8, 2012, the NTSB Vehicle Recorder Division's Image Laboratory received a DVD containing two video files. One file contained video recorded from the aircraft, and is described in a separate report¹. The video described in this report was recorded from the ground.

¹ See "On Board Image Recorder" report in the NTSB public docket for this event.

Video File Description

The metadata contained in the video file indicated it was taken from an iPhone on April 1, 2012 at 0752:28 EDT. The video was 21 seconds in length at a resolution of 272 x 480 pixels. Audio was also recorded with the video.

Video File Summary

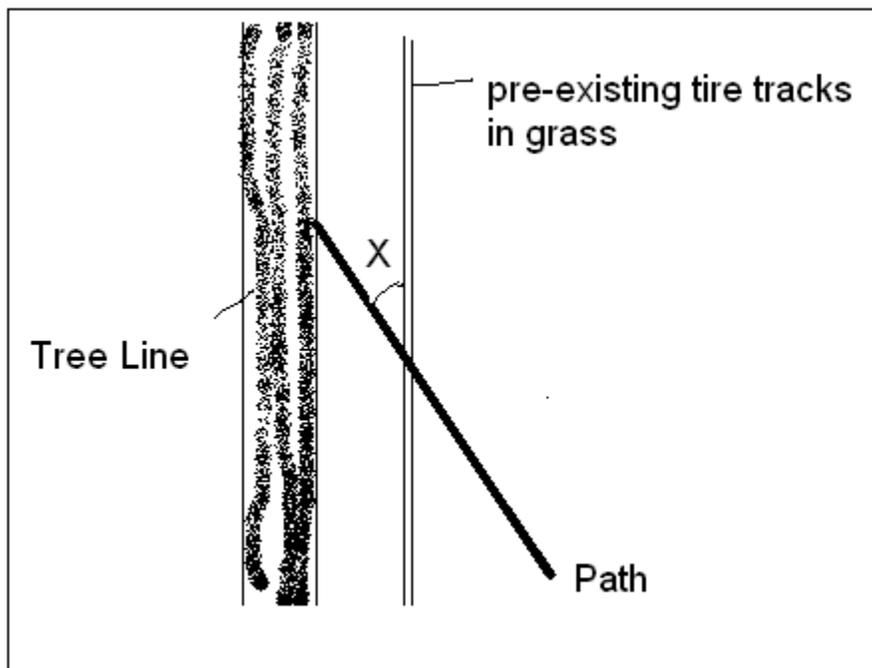
All times expressed in this summary are expressed in elapsed time from the start of the video.

When the video began, trees, buildings, and other aircraft were in the background. The sky was clear. During the video, the camera was panned to track the aircraft. In the first few seconds of video, the video panned past a limp windsock, consistent with no surface wind.

At the start of the video, the aircraft was moving towards the camera, with the wing partially inflated. The sound of the engine noise was at a level comparably lower than during the take-off phase, which began at about 11 seconds.

By about 5 seconds, the wing was fully inflated. The aircraft direction after 5 seconds was essentially straight, towards the tree line, as shown in figure 1. The angle of convergence with the tree line, X in figure 1, was about 20-30 degrees.

Figure 1. Approximate aircraft path schematic.



By about 11 seconds, the engine sound began to increase and the aircraft accelerated. At about 14 seconds, the cart began to rotate for take-off and was just about over tire tracks worn into the grass, as shown in figure 1. The engine sound was louder than the initial part of the video and remained so until the end of the recording.

By about 17 seconds, the aircraft had left the ground and had achieved a height of about half that of the tree line it was approaching. The angle of convergence, X in figure 1, remained roughly the same, about 20-30 degrees.

By about 18 seconds, the camera angle was such that the cart was obscured by trees and only the wing was visible. By about 20 seconds, the angle of view was such that the wing was obscured by the trees.

As the wing became obscured from the camera by trees, the camera panned away from the aircraft path as the recording ended at 21 seconds.

The video is included as Attachment 1. This attachment is provided in electronic Quicktime (.MOV) format.