



# Aviation Investigation Factual Report

<b>Location:</b>	Dunnellon, Florida	<b>Accident Number:</b>	ERA17LA018
<b>Date &amp; Time:</b>	October 14, 2016, 17:35 Local	<b>Registration:</b>	N208KM
<b>Aircraft:</b>	Cessna 208	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	1 Fatal, 10 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

## Factual Information

On October 14, 2016, about 1735 eastern daylight time, a Cessna 208, N208KM, was substantially damaged during a skydiving event over Marion County Airport (X35), Dunnellon, Florida. One of the 10 skydivers on board was fatally injured, and the commercial pilot and the other 9 skydivers were not injured. The airplane was registered to a private individual and operated by the National Parachute Test Center, Inc., (NPTC) under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a commercial skydiving flight. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight, which departed X35 about 1700.

According to a report prepared by NPTC, in addition to the pilot, there were 8 jumpers, a jumpmaster, and a training advisor assigned to the flight. Before boarding the airplane, the training advisor, who was a skydiving instructor familiar with the airplane, instructed the jumpmaster on the procedure used to make static line jumps from the Cessna 208. Upon boarding the airplane, the jumpmaster elected not to hook up the static line of his main parachute. When questioned by the training advisor, the jumpmaster replied, "I am not going to jump, so I do not have to."

The flight departed and climbed to an altitude of 1,250 ft above ground level. According to the NPTC report, the first three skydivers exited the airplane uneventfully, and the fourth moved into position. The training advisor observed that the fourth skydiver seemed to hesitate, and the jumpmaster leaned forward toward him. As the fourth jumper exited the airplane, the training advisor noticed a flash of white and watched as the jumpmaster's reserve parachute deployed and entered the airplane's slipstream. The jumpmaster attempted to pull the parachute back into the airplane and was pulled into the door frame before being dragged out of the airplane. Observers on the ground watched as the jumpmaster descended beneath his streaming (unopened) reserve parachute to the ground. The ground observers reported that the jumpmaster made no movements, appeared to be unconscious, and did not deploy his main parachute. The pilot reported that he was able to maintain control of the airplane and land without further incident.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that the cargo door frame and fuselage were buckled. Inspection of the jumpmaster's main parachute by an FAA-certificated senior parachute rigger revealed that it was intact and remained in the deployment bag. Examination of the reserve parachute revealed that the injector spring was wrapped around the suspension lines. The deployment ring, connector snap, and part of the spreader bar were located midway up the suspension lines. The jump inspection booklet located on the parachute indicated that the reserve parachute was inspected 3 days before the accident. NPTC attributed the damage to the reserve parachute to impact with the door frame as the jumpmaster was pulled from the airplane.

The FAA inspector who examined the airplane reported that the jumpmaster was using a military-style parachute with the reserve parachute positioned below the chest. According to the FAA inspector, "the reason the reserve parachute deployed is unclear at this time but since the D ring [ripcord handle] is exposed on the front of the parachute speculation is that the D ring may have accidentally caught or snagged on another jumper or something in the aircraft." According to NPTC, the accident resulted from

the jumpmaster's "failure to guard his Reserve Ripcord Handle" and "was compounded by [his] failure to exit the aircraft immediately" when his reserve parachute deployed.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	67,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 22, 2015
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 6761 hours (Total, all aircraft), 2065 hours (Total, this make and model), 6615 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N208KM
<b>Model/Series:</b>	208 A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1989	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20800150
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	12
<b>Date/Type of Last Inspection:</b>	August 26, 2016 100 hour	<b>Certified Max Gross Wt.:</b>	8000 lbs
<b>Time Since Last Inspection:</b>	42 Hrs	<b>Engines:</b>	1 Turbo prop
<b>Airframe Total Time:</b>	11336.1 Hrs as of last inspection	<b>Engine Manufacturer:</b>	P&W CANADA
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	PT6A-114
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	600 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	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>	OCF,897 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	17:50 Local	<b>Direction from Accident Site:</b>	50°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Dunnellon, FL (X35 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Dunnellon, FL (X35 )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Marion County Airport X35	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	65 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Fatal, 9 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal, 10 None	<b>Latitude, Longitude:</b>	29.061666,-82.376663(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alleyne, Eric
<b>Additional Participating Persons:</b>	William Meenan; FAA/FSDO; Orlando, FL
<b>Report Date:</b>	June 1, 2018
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</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=94227">https://data.nts.gov/Docket?ProjectID=94227</a>

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