



Aviation Investigation Final Report

Location:	Taylorville, Illinois	Accident Number:	CHI05LA014
Date & Time:	October 24, 2004, 14:40 Local	Registration:	N8619Z
Aircraft:	Cessna P206B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Minor, 4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The airplane entered an inverted spin during a skydiving operation when a parachutist's parachute deployed while exiting the airplane at 10,500 feet mean sea level. The parachute became entangled around the right hand landing gear and the parachutist could not be freed. The pilot, who was wearing a parachute, and the remaining parachutists jumped from the airplane. The airplane subsequently impacted a flat field, inverted, and in uncontrolled flight. The entangled parachutist received fatal injuries. Visual meteorological conditions prevailed at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Aircraft control not possible by the pilot following a premature deployment of a parachute as a parachutist exited the jump airplane during cruise flight. The inverted spin encountered by the pilot was an additional cause.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE

Findings

1. (C) MISC EQPT/FURNISHINGS, PARACHUTE/Drag chute - DEPLOYED INADVERTENTLY

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

Findings

2. (C) STALL/SPIN - ENCOUNTERED - PILOT IN COMMAND

3. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On October 24, 2004, about 1440 central daylight time, a Cessna P206B, N8619Z, operated by Mid-America Sport Parachute Club Inc., as a skydive airplane, was destroyed on impact with terrain following an entanglement of a parachute around the front of the right main landing gear strut. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 skydive flight was not operating on a flight plan. The pilot received minor injuries, four parachutists were uninjured, and one parachutist was fatally injured. The local flight originated from Taylorville Municipal Airport, Taylorville, Illinois, about 1420.

The pilot stated that at 10,500 feet mean sea level, the five parachutists proceeded to exit. Parachutist number one opened the door and positioned himself onto the strut. Parachutist number two was just stepping onto the exit platform on the right hand landing gear when his main parachute "came free" from the container and dropped outside the airplane in front of the landing gear strut. The instant parachute inflation jerked parachutist number two down. Parachutist number one released from the airplane. The airplane pitched nose down due to drag and the flight control inputs were not responsive due to the parachute blocking the elevator and rudder airflow and drag at the right gear line entanglement point. The airplane continued in nose down pitch attitude [and] immediately [rolled] 180 degrees to inverted and entered a flat inverted spin. The ensuing centrifugal force was estimated by the pilot to be 3 g's towards the outside of the spin causing the parachutists to be forced to the top left of airplane, away from the right exit door. The cutaway attempts by parachutist number three for parachutist number two's entanglement were unsuccessful due to g force and rotational spin knocking the remaining parachutists about the cabin. The pilot continued the recovery procedures to about 6,000 feet but was unsuccessful.

The pilot said that he has been a pilot at the Mid-America Sport Parachute Club since approximately 1991 and since then there have been no occurrences of premature parachute deployment. He said that the accident parachutist would pack his own main parachute and none of the other club members or certified riggers "touched" parachutist number two's main parachute. The pilot stated that he would visually check the backs of parachutists as they exited the airplane, which would be about 2-3 feet from him. Parachutist number two exited the airplane and the back of the parachute fell in front of the landing gear strut and got caught in the slipstream. The pilot was wearing a parachute during the accident flight.

Parachutist number two's last logbook entry was dated September 26, as jump number 79, from a Cessna 185, at an exit altitude of 10,500 feet, and a total time to date of 58:27.

Examination of the wreckage by the Federal Aviation Administration revealed that the airplane was inverted in an agricultural field. The Harness/Container was a "Javelin" system manufactured by Sun Path Products, Inc, in November 1990, serial number 1347. The cut

away handle had not been pulled until first responders arrived on-scene to the accident.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 29, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	March 13, 2004
Flight Time:	2900 hours (Total, all aircraft), 1700 hours (Total, this make and model), 2850 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8619Z
Model/Series:	P206B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0419
Landing Gear Type:	Tricycle	Seats:	7
Date/Type of Last Inspection:	March 3, 2004 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	90 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4636 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-520
Registered Owner:	Mid-America Sport Parachute Club Inc.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SPI,591 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	13:54 Local	Direction from Accident Site:	319°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	21°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Taylorville, IL (TAZ)	Type of Flight Plan Filed:	None
Destination:	(TAZ)	Type of Clearance:	VFR
Departure Time:	14:20 Local	Type of Airspace:	Class E

Airport Information

Airport:	TAYLORVILLE MUNI TAZ	Runway Surface Type:	
Airport Elevation:	622 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Minor, 4 None	Latitude, Longitude:	39.536388,-89.332221

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Frank D Crawford; Federal Aviation Administration; Springfield, IL
Original Publish Date:	January 31, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=60450

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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](#).