

Inspectors Statement

Date: September 12, 2019
Aircraft Make: Infinity Powered Parachutes
Aircraft Model: Powered Parachute IPP2
Registration: N6035L
Engine Model: Rotax 582
Engine Serial No.: 5381428

On September 12, 2019, at about 0917 central daylight time, N6035L, an Infinity Powered Parachutes Powered Parachute IPP2, impacted a power line and came to rest in a field on the corner of Farm to Market Road (FM) 2329 and County Road (Co) 2857 in Eustace, Texas. The owner and pilot of the aircraft, was the sole occupant and was fatally injured. VFR meteorological conditions prevailed at the time of the accident. At the time of the accident the aircraft was being operated for recreational purposes.

An inspector from the North Texas FSDO arrived at the accident site at 1300. The scene was secured and preserved during the morning by local law enforcement. They indicated that aircraft had been lifted on to its wheels, from left side resting position, in order to provide medical aid to the pilot.

The debris path indicated that the aircraft was on an eastward heading at the time of impact. All major components of the aircraft were accounted for at the scene. Witnesses who were traveling on FM 2329, east of the crash site, indicated that the aircraft was flying low, about 10 to 20 feet above the tree line, and it did not appear as if the pilot was struggling to control it.

Examination of the scene indicates that after impacting a power line, the left side of the aircraft impacted the ground about 100 feet east of the point where contact was made with the line. The left side of the frame of the aircraft was bent in a sideways and downwards direction and several engine support tubes were also bent and broken. The left rear wheel and tire assembly had grass stuck in between the wheel and tire from sideways impact. There was also grass in between the nose wheel pants and the nose wheel attachment bracket. No evidence of contact or ground scaring was noted other than where the aircraft came to rest. The parachute was still attached to the aircraft and came to rest to the left of it with no damage. Parachute control continuity was checked and found to be present other than a control lever on left side of the aircraft which was damaged on impact. Engine control continuity was verified and found present. The forward spark plug on the engine was broken from impact damage. Fuel quantity was verified and there was approximately $\frac{1}{4}$ tank of fuel present in the tank. Engine cooling hose were damaged and broken by impact and fluid drained. The engine was rotated by hand and it was found that rotation was free

and normal with the presence of compression. Engine oil tank was found about $\frac{3}{4}$ full with no indication of leakage. Propeller blades debris was found strewn about 8 feet from either side of the engine. Propeller arc guard was also bent and broken due to impact damage. The aircraft battery was ejected to the left of the aircraft on impact and tore several electrical wires.

Aircraft log book review indicated that the aircraft was last inspected on 07/22/2019.

 Digitally signed by
Daniel Bonilla
Date: 2019.09.13
16:21:50 -05'00'

From: [REDACTED]
To: [REDACTED]
Subject: RE: CEN19LA316 (N6035L) - Airframe Communication System Question
Date: Tuesday, November 19, 2019 11:10:50
Attachments: [image001.png](#)
[IMG_0802.JPG](#)

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

It appears not. Attached is a photo of the instrument panel. Please advise should you need anything further.

Daniel Bonilla

Principal Maintenance Inspector- PMI
Federal Aviation Administration
North Texas FSDO SW19



From: Hodges Michael [REDACTED]
Sent: Tuesday, November 19, 2019 11:00 AM
To: Bonilla, Daniel (FAA) [REDACTED]
Cc: McKay Mary Pat [REDACTED]; Watters Michelle [REDACTED];
Kayagil Turan [REDACTED]
Subject: CEN19LA316 (N6035L) - Airframe Communication System Question

Hi Danny,

I hope things are going well down south.

I have a quick question for you please with CEN19LA316 (N6035L):

[https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?
EventID=20190912X21831&AKey=1&RType=Prelim&IType=LA](https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20190912X21831&AKey=1&RType=Prelim&IType=LA)

When you did the onsite examination of the airframe and engine at the accident site, was the airframe equipped with any sort of radios or other communications systems that the pilot could utilize?

Thank you.

Mike

Mike J. Hodges, MS, AHP
Air Safety Investigator
Central Regional Office - Colorado
Office of Aviation Safety
National Transportation Safety Board

4760 Oakland Street, Suite 500
Denver, Colorado 80239-2793
United States of America
<http://www.nts.gov>

Cellular/SMS: [REDACTED]

Facsimile: [REDACTED]

[REDACTED]

Response Operations Center (24/7): 1-844-373-9922

Integrity - Transparency - Independence - Excellence

"From tragedy we draw knowledge to improve the safety of us all."

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.