

From: [James Leverton](#)
To: [Gallo Mitchell](#)
Subject: Re: Logbooks, RE: NTSB 6120 Accident Report, Six Chuter N6365A
Date: Wednesday, August 2, 2023 8:14:39 AM

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Mr. Gallo,

Thank you for your quick response. At the time i filled out the report, i put down that there was mechanical failure because that was the only reason I could think of for a reason it would not climb. That was a mistake on my part, as I had no proof of mechanical failure, only my assumption that no climb had to be related to a lack of power somehow.

I have since had the opportunity to speak with people that were present at the event and get some feedback and understanding of the situation. As I stated in a previous email, there was a gentleman there that rebuilds Rotax 2 stroke engines and is a very experienced powered parachute mechanic. He was also standing alongside the runway and watched our takeoff. In speaking with him, he was confident that the engine on my machine was running at full throttle and producing full power. Also, my pre takeoff runup showed no lack of power or indication of any problem.

My powered parachute instructor was also present and was flying at the time. He told me that he felt the humidity had increased dramatically about the time we took off, creating a higher density altitude. He also stated that he feels there was some wind coming over the trees at the end of the takeoff area and was creating a rotor wash of downward air.

With the benefit of being able to talk with others about the accident, and some time to reflect on the circumstances, i no longer believe there was any mechanical failure. I still maintain that the main cause of the accident was my decision to take off into a tight area, with no options in case something went wrong. I was influenced by the fact that 8 or 10 other people took off from the exact same spot that I did without incident. Contributing factors were the fact that the right wing tip took a few seconds to fully inflate and therefore extended our ground run, putting us closer to the trees at liftoff. The higher density altitude, and possible wind rotor wash coming over the trees also factored into the accident.

I have learned a lot from this experience. First and foremost, i will never, ever, take off with obstacles in front of me and usable runway behind me. If I do not have a considerable amount of extra room, I will not go. It's just not worth the risk. The location I took off from, in hindsight, did not leave any alternative options, and is unacceptable for my risk analysis going forward.

I hope this gives you a clear picture of what happened and allows you to complete your investigation. I apologize if my previous statements caused any misunderstanding, but I was going off my own thoughts of what happened. I honestly do feel any further investigation into mechanical failure would be counter productive.

Thank you for your consideration and help in this matter.

Jim Leverton

From: Gallo Mitchell [REDACTED]
Sent: Tuesday, August 1, 2023 1:26 PM
To: James Leverton [REDACTED]
Cc: Martin, Edward C (FAA) [REDACTED]
Subject: RE: Logbooks, RE: NTSB 6120 Accident Report, Six Chuter N6365A

Dear Mr. Leverton,

The wreckage will not be released until an examination is completed and therefore cannot be disturbed until that has been completed so that we may address your concern that there was a mechanical problem with the aircraft that you raised unless there was no mechanical problem and then all of the wreckage and GoPro can be released immediately. Packing of the chute would disturb the wreckage. The GoPro will be returned after the investigation is completed. You may have the headsets but that will depend on the schedule of the FAA when they can go there to retrieve them.

Thank you,

Mitchell Gallo

From: James Leverton [REDACTED]
Sent: Tuesday, August 1, 2023 11:45 AM
To: Gallo Mitchell [REDACTED]
Subject: Re: Logbooks, RE: NTSB 6120 Accident Report, Six Chuter N6365A

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i know that the machine has not been released yet, but i have a couple of questions. i have seen a couple of pictures of the unit at the Police station in Chetek with the chute just hanging over the cart. would i be allowed to go up and pack the chute back into it's bag to protect it from further damage? i was also wondering if i could pick up my go pro camera and headsets? i will be dropping off the logbooks to the FAA this week per their request. thank you for any help you can provide.

Jim Leverton
[REDACTED]

From: Gallo Mitchell [REDACTED]
Sent: Friday, July 14, 2023 6:37 PM
To: James Leverton [REDACTED]
Subject: RE: Logbooks, RE: NTSB 6120 Accident Report, Six Chuter N6365A

The aircraft needs to be examined and is not released yet. Also, we want to see the original logbooks and not scans.