



MEMORANDUM FOR RECORD

Investigator: Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: June 27, 2017
Reference: Granville H. Hales III
NTSB Accident Number: ERA17FA211 Federalsburg, MD

Mr. Hales was a friend and neighbor to the accident pilot. He assisted the pilot with launching the aircraft, a Buckeye Powered Parachutes Inc Dream Machine. He was interviewed at the accident site, and the following is a summary of the interview.

According to Mr. Hales, as they began preparing for the launch and “laid the chute out-the wing-” there was no wind. Prior to takeoff, a helium-filled balloon was launched and it drifted to the south. He said that the pilot taxied the trike for a while before he taxied it into position for the takeoff to the north from the grass strip oriented 33/15, where the chute was attached. Mr. Hales said the chute inflated with the wind from the north, and the propeller wash from the pusher propeller. The engine power increased smoothly, and the aircraft was airborne after a ground run of about 200 feet.

According to Mr. Hales, the pilot “gave more throttle” after liftoff and the airplane began a turn to its left. The aircraft climbed to about 35 feet above ground level and turned approximately 60 degrees to its left, before it struck wires along the roadway that bordered the pilot/owner’s farm, and paralleled the grass strip. During the entire flight, the engine sounded smooth, continuous, and “normal” with no interruption of power. The aircraft struck the wires on the near side of the roadway, the pilot was ejected, and both the pilot and the aircraft came to rest on the far side of the road.

Mr. Hales was asked if there was anything unusual about the pitch or roll of the aircraft after takeoff. He said the aircraft “... started turning immediately after takeoff. Other than it looked like a left turn, it looked normal. The engine sounded normal, there was no loss of rpm.”

Mr. Hales was asked about the aircraft, and he said that while he was not a pilot, he was generally familiar with the systems on the aircraft and that he knew how to start it.

The aircraft came to rest upright, and except for some structural tubing and landing gear which was fractured, it remained largely intact. Flight and engine control continuity was confirmed, and the engine was secure in its mounts. The blades of the three-bladed propeller were fractured near their roots, but the propeller was securely mounted to the crankshaft. The battery was out of its tray, and the positive lead was disconnected. The 'aft' carburetor was separated from its rubber intake manifold/mount. All fuel lines remained connected and intact. There was no odor of fuel, and no evidence of fuel leakage anywhere in the fuel system.

While supervised by a Federal Aviation Administration aviation safety inspector, Mr. Hales reinstalled the battery and the carburetor, and started the engine. It ran smoothly and continuously until the inspector instructed him to stop the engine.

Mr. Hales was asked if he knew of the pilot's experience in the powered parachute. He said the pilot received instruction once in Virginia, and once more recently in New Hampshire. He believed that the pilot also purchased a new wing for the aircraft on that trip. Mr. Hales said that the accident flight was the pilot's first solo flight in a powered parachute.



MEMORANDUM FOR RECORD

Investigator: Millicent Hill
Aviation Accident Investigator
Eastern Region

Date: August 15, 2018
Reference: Zach Bowman
NTSB Accident Number: ERA17FA211 Federalsburg, MD

Mr. Bowman was the son-in-law to the accident pilot, he was interviewed by telephone.

According to Mr. Bowman, the pilot had purchased the Buckeye Powered Parachutes Inc Dream Machine about several years before the accident but had never flown it solo. He was on oxygen, but not all the time during the summer months. He stated the pilot did a good job managing his health.

The pilot had briefly received some training in the West Virginia, but it was not feasible to continue training there. While visiting Florida he flew with an instructor who lived New Hampshire, he flew again with the same instructor in New Hampshire.

It was his impression from a friend of the pilot that the pilot had not planned to fly that day, he intended to unfurl the parachute, but then “decided to taxi and the wind picked him up.”

Maryland State Police
Driver /Witness Statement

Driver Statement ☐

Miranda Given: Yes ☐

Witness Statement ☒

No ☐

Case No.: 17-MSP-026625

Date _____

Statement of: Granville H. Hebe III
(name)

Address: [REDACTED] HURLOCK, MD.

Age 65

Home Phone [REDACTED]

Business Phone _____

Location Taken: ☒ Scene

☐ Barrack

☐ Other _____

Questioned By _____

Installation: _____

You are now being questioned in connection with the accident which occurred at approximately 9:15 a.m./p.m. 6-25-17
(date)

It is my duty to inform you that you do not have to answer questions unless you so desire, but any statement that you do make may be used for or against you in a court of law. Do you understand? Yes ☒ No ☐

In your own words, describe what you saw and how this accident occurred:

I was with Mike on his runway to help deploy the wing on his Buckeye - a trike type of powered parachute. It's a brand new wing that has only been flown once, by an instructor in New Hampshire - the one who installed it. There was a north light breeze and we were at the south end of the runway. Mike started the eng and got ~~forward~~ forward ground speed. The wing inflated right away and he got airborne within abt 200'. He veered off to the left (west) and over the field next to the road. His machine hit the top of 2 power lines and he spun out of the seat and fell about 20' and landed face down on the other side of the road. He was breathing but not responding the entire time before paramedics arrived. Paramedics removed him to the roadside and started manual chest compressions. They then put a mechanical chest compression machine on him and put him in the ambulance.

Maryland State Police
Driver /Witness Statement

Driver Statement ☐

Miranda Given: Yes ☐

Witness Statement ☒

No ☒

Case No.: 17-MSP-026625

Date 6/25/2017

Statement of: Kari Farnell
(name)

Address: [REDACTED] Federalsburg, Md. 21632

Age 50

Home Phone [REDACTED]

Business Phone [REDACTED]

Location Taken: ☒ Scene

☐ Barrack

☐ Other

Questioned By TRH Hurn

Installation: EASTON

You are now being questioned in connection with the accident which occurred at approximately 8:30 a.m./p.m. 6/25/17
(date)

It is my duty to inform you that you do not have to answer questions unless you so desire, but any statement that you do make may be used for or against you in a court of law. Do you understand? Yes ☒ No ☐

In your own words, describe what you saw and how this accident occurred:

As I looked out the window, I saw the "craft" in the field directly across the road. I thought it was a 4-wheeler or something. ~~When~~ He was headed parallel to the road towards ~~the~~ his house. When I next looked up, I realized he had flown into the air. As he was attempting to cross the road, I could tell he wasn't going to clear the wire. I then heard a loud noise as the electric went out. At that point I looked through the window to find the driver. When I could not see him I called 911 immediately.

Q- TRH Hurn

A- Kari Farnell

Q- When you say "he", who is he?

A- it was Mike ^{Malick}, but I wasn't sure at the time

Q- Did you see the aircraft hit the wire?

A- yes

Q- ~~Do you~~ have you seen this aircraft before?

A. no

Maryland State Police
Driver /Witness Statement

Driver Statement ☐

Miranda Given: Yes ☐

Witness Statement ☒

No ☒

Case No.: 17-MSP-026625

Date 6/25/17

Statement of: Christopher Andrew Farrell [REDACTED]
(name)

Address: [REDACTED] Federalsburg, Md 21632

Age _____ Home Phone [REDACTED] Business Phone _____

Location Taken: ☒ Scene ☐ Barrack ☐ Other _____

Questioned By TPR Hurn Installation: EASTON

You are now being questioned in connection with the accident which occurred at approximately _____ a.m./p.m. _____ (date)

It is my duty to inform you that you do not have to answer questions unless you so desire, but any statement that you do make may be used for or against you in a court of law. Do you understand? Yes ☐ No ☐

In your own words, describe what you saw and how this accident occurred:

I arrived after the accident occurred, Mike was already injured
the gentleman he was with asked me to provide a pillow to prop
his neck and I also provided a rag to clear blood from his
nose. We both then waited for ambulances to arrive
Mike at the time was laying face down in the ditch, still
breathing but not moving and unresponsive to our communication

Q-TPR Hurn

A- Christopher [REDACTED]

Q- Did you see the crash?

A- No [REDACTED]

Q- Did you see the aircraft in the air or taking off?

A- No [REDACTED]

Q- Do you have anything else to add to the statement?

A- No [REDACTED]