

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Hummerchute, G-CJTI
<b>No &amp; Type of Engines:</b>	1 Rotax 582 piston engine
<b>Year of Manufacture:</b>	2016 (Serial no: 472)
<b>Date &amp; Time (UTC):</b>	18 September 2019 at 1828 hrs
<b>Location:</b>	Freeby, Leicestershire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)          Passengers - 1 (Serious)
<b>Nature of Damage:</b>	Damage to the trike's metal frame
<b>Commander's Licence:</b>	National Private Pilot's Licence
<b>Commander's Age:</b>	69 years
<b>Commander's Flying Experience:</b>	30 hours (of which 30 were on type) Last 90 days - 0 hours Last 28 days - 0 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquires by the AAIB

## Synopsis

The parachute canopy failed to inflate correctly during the takeoff roll which caused the aircraft to roll to the left as it lifted off the ground. It collided with bushes at the edge of the field injuring the pilot and passenger.

## History of the flight

The pilot had obtained a National Private Pilot's Licence for Powered Parachutes (NPPL(PP)) twelve months before the accident but had not flown since. The pilot was in the process of renewing the aircraft's permit to fly which had expired in April 2019. The aircraft's annual inspection had recently been completed and it now required a flight check. Because of his inexperience he asked a more experienced pilot to complete the initial check flight, which was done just prior to the accident flight. With the initial check flight successfully completed the owner decided to take the aircraft on a short local flight. He was accompanied by another pilot who was experienced on powered parachutes.

The pilot completed the pre-flight checks and set the aircraft up in the centre of the field. Once he and his passenger were seated and secure he started the engine, which caused the canopy to lift off the ground. Having satisfied himself that the canopy was correctly inflated and directly overhead he applied full throttle. The pilot recalled that the aircraft took longer than he anticipated to lift off the ground. He remembered that it lifted off the

ground towards the edge of the field and clearing the hedge, then made a sharp turn to the left and collided with bushes.

Both occupants were taken to hospital. The pilot had suffered two broken ribs and a broken sternum. The passenger suffered ten broken ribs and needed to stay in hospital for seven days.

### Witness account

The pilot who had conducted the initial check flight watched the takeoff. He reported that the canopy did not inflate correctly on the left side. This caused the aircraft to roll left as the trike lifted off the ground. He provided the photographs of the takeoff shown in Figure 1 to 3.

The witness reported that, in his experience with powered parachutes, the canopy occasionally fails to inflate correctly. The pilot would normally look backwards during the takeoff roll and, if they saw the canopy was not correctly inflated, would abort the takeoff.

### Aircraft information

The Hummerchute is a powered parachute which can carry two people, manufactured by Aerochute Pty Industries in Australia. The occupants are seated side-by-side on a three-wheeled unit (the trike) suspended beneath the parachute canopy. The trike also accommodates the engine, positioned behind the occupants, driving a pusher propeller.



**Figure 1**

G-CJTI at start of the takeoff roll with left side of canopy incorrectly inflated



**Figure 2**  
G-CJTI as it lifted off the ground and rolled left



**Figure 3**  
G-CJTI rolling left before colliding with bushes

## Conclusion

The parachute canopy failed to inflate correctly during the takeoff roll, which caused the aircraft to roll to the left as it lifted off the ground.

The pilot had obtained his pilot's licence 12 months prior to the accident and had not flown since. It is likely that his lack of experience and recency contributed to him not seeing that the canopy had not inflated correctly during the takeoff roll.