



Aviation Investigation Final Report

Location:	BRAINERD, Minnesota	Accident Number:	CHI92LA175
Date & Time:	June 13, 1992, 12:38 Local	Registration:	N2519F
Aircraft:	CHAMPION 7GCAA	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT OF THE ACCIDENT AIRPLANE HAD JUST DEPARTED FOR A BANNER TOWING FLIGHT AND WAS MANEUVERING TO PICK UP THE AERIAL ADVERTISING BANNER. WITNESSES TO THE ACCIDENT OBSERVED THE AIRPLANE MISS THE ATTEMPTED PICKUP AND START A CLIMBING LEFT TURN. THE TURN GOT PROGRESSIVELY STEEPER UNTIL THE AIRPLANE STOPPED CLIMBING AND DESCENDED INTO THE GROUND. ALL WITNESSES REPORT THE ENGINE WAS RUNNING UNTIL IMPACT. AFTER ACCIDENT EXAMINATION OF THE WRECKAGE DISCLOSED NO MECHANICAL DEFECTS IN THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN EXCESSIVE PULL UP AND FAILURE TO MAINTAIN AN AIRSPEED ABOVE STALLING SPEED BY THE PILOT IN COMMAND.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) PULL-UP - EXCESSIVE - PILOT IN COMMAND
2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 14, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N2519F
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal; Utility; Restricted (Special)	Serial Number:	30
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-A2D
Registered Owner:	J. H. THOMAS & D. M. KNEELAND	Rated Power:	150 Horsepower
Operator:	LOREN L. FRANZEN	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BRD ,1226 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CROW WING COUNTY AIRPORT BRD	Runway Surface Type:	
Airport Elevation:	1226 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	46.350666,-94.189125(est)

Administrative Information

Investigator In Charge (IIC):	Bruce, William
Additional Participating Persons:	JAMES FULLWOOD; MINNEAPOLIS , MN
Original Publish Date:	July 29, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15467

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).