



Aviation Investigation Final Report

Location:	CAPE MAY, New Jersey	Accident Number:	NYC85FA162
Date & Time:	July 4, 1985, 12:29 Local	Registration:	N1880G
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	None
Defining Event:		Injuries:	1 Fatal, 1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE TOW PLANE CAME IN FOR A BANNER PICKUP. THE GROUND HANDLER HOLDING THE TAIL OF THE DOUBLE BANNER HAD HIS LEFT FOOT CAUGHT BY THE BANNER AS IT WENT AIRBORNE. THE GROUND HANDLER WAS CARRIED 50 TO 100 FT IN THE AIR PRIOR TO FALLING TO THE GROUND. THE GROUND HANDLER WAS FATALLY INJURED. THE AIRCRAFT WAS NOT DAMAGED AND PILOT WAS NOT INJURED. THE OPERATOR STATED THAT THE GROUND HANDLER WHO HAD BEEN EMPLOYED TWO WEEKS HAD RECEIVED TRAINING ON PROPER PROCEDURES. NO TRAINING IS REQUIRED BY THE 14 CFR 91.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: MANEUVERING

Findings

1. (C) TOWING/ADVERTISING/EXTERNAL LOAD EQUIPMENT - OTHER
2. (C) PROPER ASSISTANCE - MISJUDGED - GROUND PERSONNEL
3. (F) DIVERTED ATTENTION - GROUND PERSONNEL

4. INSUFF STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - GROUND PERSONNEL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine land; Multi-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:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 10, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N1880G
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	April 1, 1985 Unknown	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3518 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320
Registered Owner:	ASTRO AERIAL ADVERTISING	Rated Power:	150 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	ATLANTIC CITY , NJ (ACY)	Type of Flight Plan Filed:	None
Destination:	CAPE MAY CO. , NJ (WWD)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CAPE MAY COUNTY AIRPORT WWD	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	1 Fatal	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35570>

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](#).