



Aviation Investigation Final Report

Location:	LACONIA, New Hampshire	Accident Number:	NYC88LA177
Date & Time:	July 2, 1988, 16:00 Local	Registration:	N5041J
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

THE PLT STATED THAT AFTER PICKUP ON A BANNER TOW OPERATION, THE TOW BECAME TWISTED AND HE ELECTED TO RETURN AND RELEASE. ON DOWNWIND, THE ACFT BEGAN A RAPID DESCENT WHICH THE PLT COULD NOT COMPENSATE FOR, EVEN AFTER RELEASING THE BANNER AND ADDING POWER. ANOTHER PILOT IN THE TRAFFIC PATTERN REPORTED WINDS VARIABLE 260 TO 350 DEGREES AND FROM CALM TO 12-15 KNOTS. HE ALSO REPORTED WINDSHEAR ON CLIMBOUT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

1. (F) WEATHER CONDITION - GUSTS
 2. (F) WEATHER CONDITION - WINDSHEAR
 3. (C) TOWING/ADVERTISING/EXTERNAL LOAD EQUIPMENT - FOULED
 4. (C) LOAD JETTISON - DELAYED - PILOT IN COMMAND
 5. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 12, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6500 hours (Total, all aircraft), 450 hours (Total, this make and model), 32 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N5041J
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1119-79
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1050 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2D
Registered Owner:	ROBERT STEVENS	Rated Power:	150 Horsepower
Operator:	NO. COUNTY AERIAL ADVERTISING	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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LACONIA , NH (LCI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:50 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
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 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Twine, Chauncey

Additional Participating Persons: ; PORTLAND , ME

Original Publish Date: December 29, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=36179>

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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](#).