



Aviation Investigation Final Report

Location:	PENDLETON, New York	Accident Number:	NYC88LA191
Date & Time:	July 23, 1988, 14:00 Local	Registration:	N53784
Aircraft:	BELLANCA 7GCAA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT OF THE BELLANCA HAD JUST STARTED HIS APPROACH TO PICK UP A BANNER, WHEN THE ENGINE WAS HEARD TO BE RUNNING ROUGH. HE CONTINUED WITH THE BANNER PICKUP. A WITNESS REPORTED THAT WHEN POWER WAS APPLIED, THE ENGINE RAN EXTREMELY ROUGH AND EMITTED BLACK SMOKE. GROUND PERSONNEL INSTRUCTED THE PILOT TO RELEASE THE BANNER. THE WITNESS SAID THAT THE PILOT RELEASED THE BANNER AND STARTED A SHALLOW TURN TO THE RIGHT. THE AIRCRAFT THEN DROPPED OUT OF SIGHT BEHIND A LINE OF TREES AND IMPACTED THE GROUND. THERE WAS EVIDENCE THE AIRCRAFT HAD CRASHED IN A STEEP NOSE DOWN ATTITUDE. AN EXAM OF THE AIRCRAFT REVEALED THERE WAS PLENTY OF FUEL ON BOARD. AN OPERATIONAL CHECK OF THE ENGINE WAS MADE AFTER SEVERAL DAMAGED COMPONENTS WERE REPLACED; IT STARTED AND RAN NORMALLY UP TO ABOUT 1300 TO 1400 RPM. DUE TO A BENT CRANKSHAFT FLANGE, THE ENGINE WAS NOT CHECKED AT A HIGHER RPM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF CONTROL OF THE AIRCRAFT AFTER THE PILOT HAD HOOKED THE BANNER.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

2. LOAD JETTISON

3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

4. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 8, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2930 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N53784
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	320-75
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	June 6, 1988 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2559 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	AERO BANNER, INC.	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:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PENDLETON AIRPARK 77NY	Runway Surface Type:	Grass/turf
Airport Elevation:	580 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	3800 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Yarman, Alan

Additional Participating Persons:

Original Publish Date: June 25, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36190>

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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](#).