



Aviation Investigation Final Report

Location:	NEW SMYRNA BCH, Florida	Accident Number:	MIA94LA062
Date & Time:	January 29, 1994, 14:02 Local	Registration:	N57436
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation		

Analysis

The commercial pilot was observed by witnesses attempting a banner pickup. The airplane flew through the pickup poles too low, the pickup hook missed the pickup bridle, and the bridle wrapped around the tailwheel. The airplane pitched up about 40 degrees, an increase in engine power was heard just before the airplane stalled, rolled left, and collided with the terrain.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's failure to maintain airspeed (VSO) while maneuvering, resulting in an in-flight loss of control (inadvertent stall) and subsequent in-flight collision with terrain.

Findings

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

Findings

1. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On January 29, 1994, about 1402 eastern standard time, a Bellanca 7GCBC, N57436, registered to David M. Upson, leased to Air Repair, New Smyrna Beach, Florida, operating as a 14 CFR Part 91 banner tow flight, crashed in the vicinity of New Smyrna Beach, Florida. The airplane was destroyed. The commercial pilot sustained a serious injury. Visual meteorological conditions prevailed and no flight plan was filed. The flight originated from the New Smyrna Beach Municipal Airport about 2 minutes before the accident.

Witnesses stated they observed the airplane attempt a banner pickup. The airplane flew through the pickup poles too low, the pickup hook missed the banner pickup bridle, and the bridle wrapped around the tailwheel. The airplane pitched up about 40 degrees, a power application was heard just before the airplane stalled, rolled left, and collided with the terrain.

Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 10, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1650 hours (Total, all aircraft), 4 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N57436
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	504-73
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 30, 1993 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1490 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	AIR REPAIR	Rated Power:	150 Horsepower
Operator:	AIR REPAIR	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:	DAB ,24 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	13:52 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Unknown	Visibility	65 miles
Lowest Ceiling:	Overcast / 1600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(34J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NEW SMYRNA BEACH MUNI 34J	Runway Surface Type:	
Airport Elevation:	70 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	29.019878,-80.91983(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	ERNEST W WILSON; ORLANDO , FL
Original Publish Date:	November 18, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37486

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](#).