



Aviation Investigation Final Report

Location:	BUNNELL, Florida	Accident Number:	ATL97LA106
Date & Time:	July 19, 1997, 12:22 Local	Registration:	N4138Y
Aircraft:	Bellanca 8GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

While attempting to pick up a banner for towing operations, the airplane stalled and subsequently collided with the ground. The pilot stated that after picking up the banner, he was looking outside the airplane and not at the instrument panel, when the stall occurred, not knowing he was at minimum airspeed. He stated there were no mechanical problems with the airplane. Witnesses stated that the aircraft stalled as soon as it hooked the banner.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to ensure the airplane had adequate airspeed for banner pickup/towing operations, which resulted in a stall/mush and subsequent contact with the terrain.

Findings

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

Findings

1. LOW ALTITUDE FLIGHT/MANEUVER - INITIATED - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Factual Information

On July 19, 1997, about 1222 eastern daylight time, a Bellanca 8GCBC, N4138Y, collided with the ground while attempting to pick up a banner for towing operations at the Flagler County Airport, Bunnell, Florida. The airplane was operated by the pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions existed, and no flight plan was filed for the local banner towing flight. The commercial pilot, who was the sole occupant, sustained minor injuries, and the airplane was substantially damaged. The flight was departing at the time of the accident.

The pilot stated after picking up the banner, he was looking outside the airplane and not at the instrument panel when the stall occurred, not knowing he was at minimum airspeed. He stated there were no mechanical problems with the airplane. Witnesses stated to the FAA that the aircraft stalled as soon as it hooked the banner and became airborne.

On July 23, 1997, the pilot/owner were sent a NTSB Form 6120.1/2. As of the date of this report, the form had not been completed.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	23, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
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:	August 29, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	675 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N4138Y
Model/Series:	8GCBC 8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Restricted (Special)	Serial Number:	235-76
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	February 26, 1997 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	66 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3080 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-360 SERIES
Registered Owner:	WLW AERIAL SPECIALIST INC	Rated Power:	180 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:	DAB ,32 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	155°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(X47)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:22 Local	Type of Airspace:	Class G

Airport Information

Airport:	FLAGLER COUNTY X47	Runway Surface Type:	Asphalt
Airport Elevation:	32 ft msl	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	5020 ft / 110 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	29.459476,-81.250358(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Butch
Additional Participating Persons:	BEVERLY MORTON; ORLANDO , FL ANDREW SCHRADER; ATLANTA , GA
Original Publish Date:	May 21, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3877

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