



Aviation Investigation Final Report

Location:	Brooklyn, Michigan	Accident Number:	CHI01LA236
Date & Time:	July 22, 2001, 16:20 Local	Registration:	N7537F
Aircraft:	Champion 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

According to the support ground crew, the aircraft had been fully fueled prior to the 1540 departure and had flown with a banner for approximately 40 minutes prior to the accident. The ground crew reported that the aircraft had returned to the airport to drop the banner, retrieve a new banner, and continue with the flight over the Michigan International Speedway. According to the ground crew, the banner did not release from the aircraft during the low approach, and the aircraft executed a go-around in order to enter another traffic pattern. The ground crew stated that the aircraft climbed toward the north and noted no anomalies with the aircraft or its operation. The aircraft was observed to descend and attempt a landing into a cornfield north of the airport. The pilot reported that he has no recollection of the accident. No anomalies were found with the airframe or its flight controls that could be associated with any pre-impact condition. The banner was found still attached to the aircraft and was not obstructing any flight controls. The engine was successfully test-run while still attached to the airframe. No anomalies were found during the test-run that could be associated with any pre-impact condition.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The forced landing for undetermined reasons. A factor to the accident was the corn crop.

Findings

Occurrence #1: UNDETERMINED

Phase of Operation: UNKNOWN

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

3. (F) TERRAIN CONDITION - CROP

Factual Information

On July 22, 2001, at 1620 eastern daylight time, a Champion 7KCAB, N7537F, piloted by a commercial pilot, sustained substantial damage during an in-flight collision with the terrain near Brooklyn, Michigan. Visual meteorological conditions prevailed at the time of the accident. The banner-tow flight was operating under the provisions of 14 CFR Part 91 and was not on an active flight plan. The pilot, the sole occupant, received serious injuries. The flight departed the Shamrock Field Airport, Brooklyn, Michigan, at 1540 for the local flight.

According to the support ground crew, the aircraft had been fully fueled prior to the 1540 departure and had flown with a banner for approximately 40 minutes prior to the accident. The ground crew reported that the aircraft had returned to the airport to drop the banner, retrieve a new banner, and continue with the flight over the Michigan International Speedway. According to the ground crew, the banner did not release from the aircraft during the low approach, and the aircraft executed a go-around in order to enter another traffic pattern. The ground crew stated that the aircraft climbed toward the north and noted no anomalies with the aircraft or its operation. The aircraft was observed to descend and attempt a landing into a cornfield north of the airport.

The pilot reported that he has no recollection of the accident.

An inspector with the Federal Aviation Administration (FAA) performed the post-accident inspection of the airplane and its engine. No anomalies were found with the airframe or its flight controls that could be associated with any pre-impact condition. The banner was found still attached to the aircraft and was not obstructing any flight controls. The engine was successfully test-run while still attached to the airframe. No anomalies were found during the test-run that could be associated with any pre-impact condition.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28, 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):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	September 1, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 20, 2001
Flight Time:	1820 hours (Total, all aircraft), 102 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 151 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N7537F
Model/Series:	7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	278-70
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 2, 2001 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4600 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-320-E2A
Registered Owner:	Cubby Aviaiton, LLC.	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	Air America Aerial Ads, LTD.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ARB,839 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	71°
Lowest Cloud Condition:	Few / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	33°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brooklyn, MI (6G8)	Type of Flight Plan Filed:	None
Destination:	Brooklyn, MI (6G8)	Type of Clearance:	VFR;Traffic advisory
Departure Time:	15:40 Local	Type of Airspace:	Class G

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:	42.099239,-84.239326(est)

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Marty Solvberg; Federal Aviation Administration - Detroit FSDO; Belleville, MI
Original Publish Date:	January 16, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52912

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](#).