



Aviation Investigation Final Report

Location:	DAYTON, Kentucky	Accident Number:	ATL83LA353
Date & Time:	September 4, 1983, 16:20 Local	Registration:	N88223
Aircraft:	Bellanca 7GCAA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE ACFT WAS MODIFIED TO TOW BANNERS & WAS BEING USED FOR THAT PURPOSE. AFTER THE ACFT HAD BEEN FLOWN ABOUT 3 HRS & 20 MIN, THE PLT TOOK OFF ON HIS 4TH BANNER TOW FLT. HE STATED THAT HE HAD USED THE FUEL GAGES TO ESTIMATE THE AMOUNT OF FUEL REMAINING. THE ESTIMATED THAT 5 OR MORE GAL OF FUEL WAS ON BOARD PRIOR TO HIS LAST TAKEOFF. HE FLEW TO A STADIUM WHERE HE MADE 6 TO 8 TURNS. HE HAD JUST STARTED BACK TO THE ARPT WHEN THE ENG LOST POWER. FOLLOWING THE LOSS OF POWER, HE REPORTEDLY USED AN AIRSPEED OF 60 MPH. THE OWNER'S MANUAL RECOMMENDED A MINIMUM SPEED OF 65 MPH FOR ATTEMPTING A RESTART. SUBSEQUENTLY, HE RELEASED THE BANNER JUST PRIOR TO DITCHING IN A RIVER. THE ACFT WAS TOWED TO THE RIVER BANK BY A BOAT & WAS RECOVERED LATER. APRX 2 GAL OF FUEL WAS FOUND REMAINING IN THE FUEL TANKS. NO PREIMPACT/MECHANICL FAILURES WERE FOUND.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

Occurrence #3: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	24, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 23, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1660 hours (Total, all aircraft), 58 hours (Total, this make and model), 1507 hours (Pilot In Command, all aircraft), 245 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N88223
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	301-74
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 30, 1983 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	210 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1888 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2D
Registered Owner:	GERALD W. WEST	Rated Power:	150 Horsepower
Operator:	GERALD W. WEST & GARY'S BANNER	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:	LUK ,488 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	16:20 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 5000 ft AGL	Visibility	12 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CINCINNATI , OH (LUK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	15:45 Local	Type of Airspace:	TRSA

Airport Information

Airport:	LUNKEN FIELD LUK	Runway Surface Type:	
Airport Elevation:	483 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	39.109477,-84.459632(est)

Administrative Information

Investigator In Charge (IIC): Fouts, Charles

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=6191>

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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](#).