



Aviation Investigation Final Report

Location:	TUNICA, Mississippi	Accident Number:	ATL84LA192
Date & Time:	June 2, 1984, 16:30 Local	Registration:	N4211Y
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE NON-RATED PLT STATED THAT DURING A LOCAL FLT, HE FLEW OVER A WATER WELL DRILLING OPERATION TO SURVEY THE AREA. HE REPORTED THAT HE CIRCLED AT 500 FT 'INDICATE'. AFTER SURVEYING THE AREA, HE INITIATED A CLIMB, BUT THE ENG LOST POWER. SHORTLY AFTER THAT, THE ACFT STALLED & ENTERED A SPIN. THE PLT WAS ABLE TO STOP THE SPIN & LEVEL THE WINGS; HOWEVER, THE ACFT IMPACTED THE GROUND. THE PASSENGER & 2 GROUND WITNESSES PROVIDE INFO THAT GENERALLY AGREED WITH THE PLT'S ACCOUNT OF THE OCCURRENCE. HOWEVER, 1 GROUND WITNESS ESTIMATED THAT THE ACFT HAD DESCENDED TO ABOUT 50 FT AGL & THE ENG LOST POWER AFTER THE PLANE HAD CLIMBED TO APRX 100 FT AGL. THE ELEVATION WAS ABOUT 190 FT. NO PREIMPACT FAILURE WAS FOUND, EXCEPT THE WIRE IN THE MIXTURE CONTROL CABLE HAD BEEN CRACKED ABOUT 3/4 OF THE WAY THRU. AT MEMPHIS, TN, THE 1551 CDT TEMP & DEW POINT WERE 86 & 55 DEG. ACCORDING TO ICING PROBABILITY CHARTS, CARB ICING COULD HAVE OCCURRED AT OR BELOW RATED POWER.

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: MANEUVERING

Findings

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. QUALIFICATION - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
6. (C) FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - EMERGENCY

Findings

7. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	28, Male
Airplane Rating(s):	None	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 3 Invalid Medical for flight	Last FAA Medical Exam:	June 17, 1908
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	75 hours (Total, all aircraft), 75 hours (Total, this make and model), 60 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N4211Y
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	967-77
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 21, 1984 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1091 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2D
Registered Owner:	HESTER DRILLING COMPANY	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	MEM	Distance from Accident Site:	
Observation Time:	15:51 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TUNICA , MS (31M)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

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:	34.679553,-90.379257(est)

Administrative Information

Investigator In Charge (IIC): Powell, Phillip

Additional Participating Persons: DENNIS D HENDERSON;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6471>

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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](#).