



# Aviation Investigation Final Report

<b>Location:</b>	Sanford, Florida	<b>Accident Number:</b>	NYC07LA147
<b>Date &amp; Time:</b>	June 22, 2007, 12:36 Local	<b>Registration:</b>	N139SG
<b>Aircraft:</b>	American Champion (ACAC) 8GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Banner tow		

## Analysis

During a banner-towing flight, witnesses observed the airplane make a low pass, as if picking up a banner; however, the airplane did not pick up the banner. The airplane then climbed at an excessive pitch, until it banked to the left and impacted the ground. Examination of the airplane and engine revealed no preimpact mechanical anomalies. The most recent annual inspection was completed 2 months prior to the accident, with no anomalies noted. The pilot reported approximately 5,900 total hours of flight experience, 21 of which were in the accident airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed and his excessive pitch attitude while maneuvering.

## Findings

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

### Findings

1. (C) CLIMB - EXCESSIVE - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

3. STALL - INADVERTENT - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - GROUND

## Factual Information

On June 22, 2007, at 1236 eastern daylight time, an American Champion 8GCBC, N139SG, was substantially damaged while maneuvering, at Orlando Sanford International Airport (SFB), Orlando, Florida. The certificated airline transport pilot was fatally injured. Visual meteorological conditions prevailed and no flight plan was filed for the local banner-towing flight conducted under 14 Code of Federal Regulations Part 91.

According to a witness, who was also a certificated pilot, the airplane made a low pass from east to west over the airport, "as if attempting to pick up a banner." The witness stated the airplane did not pick up the banner, and subsequently pulled up at a high angle of attack, approximately 60 degrees nose up, and banked "hard" approximately 60 degrees to the left.

Another witness reported that the airplane "swooped" down to pick up a banner, but "missed." The airplane then "climbed into the air at an excessive pitch," and rolled to the left before impacting the ground, about 1/2-mile south of runway 9R.

A Federal Aviation Administration (FAA) inspector examined the airplane following the accident. During the examination he confirmed the continuity of the flight controls, and continuity of the banner towing system. Additionally, he noted that there was fuel in the carburetor and the propeller blades displayed evidence of rotation.

A replacement propeller was secured to the engine, and it was test run to approximately 2,200 rpm with no anomalies noted.

Examination of the airframe and engine logbooks revealed the most recent annual inspection was completed on April 12, 2007, with no anomalies noted. At the time of the inspection, the airplane had accumulated 146 hours of total time, and the annual inspection entry was the last entry in the logbook.

The pilot held an airline transport pilot certificate with a rating for multiengine land, and a commercial pilot certificate with a rating for airplane single-engine land. He also held certificates as a certified flight instructor, airframe and powerplant mechanic, and air traffic controller. The pilot's most recent FAA second-class medical certificate was issued on July 5, 2006. At that time he reported 5,900 total hours of flight experience.

Examination of the pilot's logbook revealed entries from October 26, 2005 to June 15, 2007. During that time period, the pilot logged 548 hours of total flight experience, 21 of which was in the accident airplane. In the previous 90 days, the pilot logged 50 hours of total flight experience, 18 of which was in the accident airplane.

An autopsy was performed on the pilot on June 25, 2007, by the Volusia County Medical Examiner's Office. The autopsy report indicated the cause of death as multiple blunt force injuries.

The FAA Toxicology and Accident Research Laboratory, Oklahoma City, Oklahoma conducted toxicological testing on the pilot. The results of the tests were negative for drugs or alcohol.

The weather reported at 1247, included: winds from 020 degrees at 8 knots, 10 miles visibility, few clouds at 3,600 feet, scattered clouds at 4,800 feet, temperature 31 degrees Celsius (C), dew point 21 degrees C, and altimeter setting of 29.96 inches of mercury.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 1, 2006
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5900 hours (Total, all aircraft), 21 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	American Champion (ACAC)	<b>Registration:</b>	N139SG
<b>Model/Series:</b>	8GCBC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	469-2005
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	April 1, 2007 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	146 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	RP Sales and Leasing Inc	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	Rosie O'Grady's Aerial Advertising Co.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SFB,55 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	12:47 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Few / 3600 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Sanford, FL (SFB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Sanford International Airport SFB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	55 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9R	<b>IFR Approach:</b>	Unknown
<b>Runway Length/Width:</b>	3500 ft / 75 ft	<b>VFR Approach/Landing:</b>	Unknown

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	28.7775,-81.23722

## Administrative Information

**Investigator In Charge (IIC):** Andrews, Jill  
**Additional Participating Persons:** Dave King; FAA/FSDO; Orlando, FL

**Original Publish Date:** August 28, 2008

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=66064>

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