



Aviation Investigation Final Report

Location:	NEW SMYRNA BEAC, Florida	Accident Number:	MIA82DA087
Date & Time:	March 26, 1982, 15:20 Local	Registration:	N7552F
Aircraft:	CHAMPION 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT REPORTED THAT DURING A BANNER PICK UP, HE MISSED THE BANNER, AND ON CLIMB OUT, HE ENCOUNTER WINDSHEAR AND STALLED. THE PLANE CRASHED BEFORE RECOVERING FROM THE STALL. HE REPORTED THAT THE WIND WAS GUSTING TO 20 KNOTS.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) WEATHER CONDITION - WINDSHEAR
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. (F) DIVERTED ATTENTION - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	25, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 25, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft), 60 hours (Total, this make and model), 120 hours (Pilot In Command, all aircraft), 59 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N7552F
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	218-70
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	146 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4931 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-A2B
Registered Owner:	ROBERT E. LOWREY	Rated Power:	150 Horsepower
Operator:	ROBERT E. LOWREY	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:	DAB	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:52 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	72°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEW SMYRNA BEAC, FL (34J)	Type of Flight Plan Filed:	None
Destination:	NEW SMYRNA BEAC, FL (34J)	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	

Airport Information

Airport:	34J	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 26, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71999>

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](#).