



National Transportation Safety Board Aviation Accident Data Summary

Location:	MYRTLE BEACH, SC	Accident Number:	ATL89LA156
Date & Time:	06/02/1989, 1330 EDT	Registration:	N1652G
Aircraft:	CHAMPION 7GCBC	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

AFTER DROPPING A BANNER, THE PLT ELECTED TO MAKE A 3-POINT LNDG AT A SMALL PVT ARPT WITH THE WND GUSTING TO 15 KTS. HE RPRTD THAT JUST BEFORE TOUCHDOWN, THE ACFT ENCTR D A DOWNDRAFT & HE INCREASED BACK PRESSURE ON THE CONTROL STICK TO BREAK THE DESCENT. THE ACFT CONTACTED THE RWY TAIL 1ST & BOUNCED SLIGHTLY. IT THEN SWERVED TO THE LEFT, WENT OFF THE RWY & NOSED OVER IN AN ADJACENT BEAN FIELD. AN EXAM OF THE ACFT REVEALED THE RUDDER HAD CONTACTED ONE OF THE BANNER TOW HOOKS & WAS JAMMED TO THE LEFT. THE BANNER TOW INSTALLATION HAD RECENTLY BEEN MODIFIED FROM A SINGLE HOOK TO A MULTIPLE HOOK SYS. IN A LETTER DATED 5/31/89, THE FAA NOTIFIED THE FACILITY WHICH PERFORMED THE MODIFICATION THAT THE MULTIPLE HOOK INSTALLATION COULD NOT BE APPROVED AS SUBMITTED (ON FAA FORM 337).

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER INSTALLATION/MODIFICATION OF THE BANNER TOW SYSTEM, WHICH JAMMED THE RUDDER DURING A LANDING. THE WIND AND TERRAIN CONDITIONS WERE RELATED FACTORS.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - GUSTS
3. (F) WEATHER CONDITION - DOWNDRAFT
4. (C) GLIDER LAUNCH/TOW EQUIPMENT - IMPROPER
5. (C) MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
6. (C) FLIGHT CONTROL,RUDDER - JAMMED
7. DIRECTIONAL CONTROL - NOT POSSIBLE
8. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

9. (F) TERRAIN CONDITION - CROP
 10. (F) TERRAIN CONDITION - SOFT

Pilot Information

Certificate:	Commercial	Age:	23
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	852 hours (Total, all aircraft), 65 hours (Total, this make and model), 788 hours (Pilot In Command, all aircraft), 142 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N1652G
Model/Series:	7GCBC 7GCBC	Engines:	1 Reciprocating
Operator:	BARNSTORMERS FLT. SIGNS, INC	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-A2B
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MYR, 33 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 150°
Temperature:	30° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	BARNSTORMER FIELD	Runway Surface Type:	Grass/turf
Runway Used:	23	Runway Surface Condition:	Dry
Runway Length/Width:	2000 ft / 50 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): WALTER G STINER

Adopted Date: 05/11/1992

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.