



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Toms River, NJ	<b>Accident Number:</b>	NYC06LA167
<b>Date &amp; Time:</b>	07/01/2006, 1245 EDT	<b>Registration:</b>	N50619
<b>Aircraft:</b>	Bellanca 7GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Banner Tow

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On July 1, 2006, at 1245 eastern daylight time, a Bellanca 7GCBC, N50619, was substantially damaged during a forced landing in Toms River, New Jersey. The certificated commercial pilot was not injured. Visual meteorological conditions prevailed for the local banner towing flight conducted under 14 CFR Part 91.

According to the pilot, as he was flying westbound at an altitude of 1,000 feet, the airplane's engine lost power. The pilot applied full throttle; however, the engine did not respond, and the airplane continued to lose altitude and airspeed. At an altitude of 800 feet, the pilot applied carburetor heat and looked for a place to land. He performed a forced landing on a road, during which the airplane impacted a road sign. The airplane subsequently spun around, the landing gear impacted a curb, and the airplane skidded to a stop in a grass area.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that approximately 17 gallons of fuel were drained from the airplane, with no contamination observed. Fuel was also observed in the carburetor bowl, gascolator, and fuel lines. The throttle, mixture, and carburetor heat control linkages were connected and operated smoothly. The throttle and carburetor heat controls were observed in the off position.

The engine was test run on the airframe. It started normally and was operated between 1500 and 1700 RPM. During the test run, operational checks of the magnetos, mixture and carburetor heat controls revealed no anomalies.

Weather reported at McGuire Air Force Base, Wrightstown, New Jersey, approximately 22 miles to the northwest, at 1255, included winds from 290 degrees at 7 knots, visibility 7 miles, scattered clouds at 5,000 feet, temperature 84 degrees Fahrenheit, dew point 61 degrees Fahrenheit, and an altimeter setting of 30.16 inches of mercury.

Interpolation of a carburetor icing probability chart revealed that atmospheric conditions were conducive to "light icing at glide or cruise power."

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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>	No
<b>Medical Certification:</b>	Class 2 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	05/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2645 hours (Total, all aircraft), 37 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N50619
<b>Model/Series:</b>	7GCBC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1171-79
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/01/2005, Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	Island Aerial Ads	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	Island Aerial Ads	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	WRI, 131 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1255 EDT	Direction from Accident Site:	290°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	29° C / 16° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Linden, NJ (LDJ)	Type of Flight Plan Filed:	None
Destination:	(LDJ)	Type of Clearance:	None
Departure Time:	1200 EDT	Type of Airspace:	

## 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
Total Injuries:	1 None	Latitude, Longitude:	39.955556, -74.202222

## Administrative Information

Investigator In Charge (IIC):	Jill M Andrews
Additional Participating Persons:	Ernie Scardecchio; FAA/FSDO; Philadelphia, PA
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .