

Brief of Accident

Adopted 06/13/2011

ERA10LA101  
File No. 28212                      12/24/2009                      St. Petersburg ,FL                      Aircraft Reg No. N8634V                      Time (Local): 12:50 EST

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Make/Model: Bellanca/7GCBC  
Engine Make/Model: Lycoming / O-320  
Aircraft Damage: Substantial  
Number of Engines: 1  
Operating Certificate(s): None  
Type of Flight Operation: Banner Tow  
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	0

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Last Depart. Point: St. Petersburg, FL  
Destination: Local Flight, FL  
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day  
Weather Info Src: Weather Observation Facility  
Basic Weather: Visual Conditions  
Lowest Ceiling: None  
Visibility: 10.00 SM  
Wind Dir/Speed: 120 / 015 kts  
Temperature (°C): 22  
Precip/Obscuration:

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Pilot-in-Command                      Age: 47

Flight Time (Hours)

Certificate(s)/Rating(s)  
Commercial; Single-engine Land

Total All Aircraft: 3800  
Last 90 Days: 65  
Total Make/Model: 3  
Total Instrument Time: 85

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Instrument Ratings  
Airplane

\*\*\* Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. \*\*\*

While returning from a 50-minute banner towing flight, the airplane's engine began losing power. The pilot determined that the airplane would be unable to reach the destination airport and elected to perform a forced landing to a golf course. He decided not to detach the banner the airplane was towing, partly out of concern for persons and property on the ground, and partly so that it could act as a drag device during the subsequent off-airport landing. During the landing, when the pilot maneuvered the airplane to avoid several golfers standing in the airplane's path during rollout, the right wing struck a tree resulting in substantial damage. A brief postaccident test run of the engine showed no evidence of any mechanical abnormalities. Temperature and dewpoint conditions at the time of the accident were favorable to the formation of serious carburetor icing at glide power settings.

Updated at Jun 13 2011 1:51PM

Brief of Accident (Continued)

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OCCURRENCES

Enroute-cruise - Loss of engine power (partial)  
Emergency descent - Off-field or emergency landing  
Landing-landing roll - Collision with terr/obj (non-CFIT)

FINDINGS

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows:  
A loss of engine power for undetermined reasons.