

		NTSB ID: MIA00LA248		Aircraft Registration Number: N57648	
		Occurrence Date: 08/25/2000		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place NICEVILLE	State FL	Zip Code 32578	Local Time 1245	Time Zone CDT	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Bellanca		Model/Series 8KCAB		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On August 25, 2000, about 1245 central daylight time, a Bellanca 8KCAB, N57648, registered to an individual, crashed at Ruckel Airport, Niceville, Florida, while on a Title 14 CFR Part 91 banner towing flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft received substantial damage and the commercial-rated pilot received minor injuries. The flight was originating at the time of the accident.</p> <p>The pilot stated he departed on runway 36, flew out about 3/4 of a mile, circled back toward the airport, and entered left base to pick up a banner. He turned on final approach for banner pickup, and established airspeed at 80 mph and a 20-30 degree approach angle. He caught the ropes and started a climb. The banner engaged at about 200 feet agl. He then relaxed the pitch attitude and turned slightly to the left. He headed to the southeast and established airspeed at 55 mph. He then pulled the nose up to start a climb and then felt a strange vibration, similar to wing flaps being lowered. Airspeed also bled down to about 45 mph. He lowered the nose and checked the banner, which looked normal. He applied full engine power and the ailerons seemed sloppy. Small changes would cause the aircraft to pitch and roll inconsistently. Gaining airspeed did not improve the situation. He turned right back toward the runway. The elevator and rudder were responding properly. He planned to release the banner as he descended below the tree line if the control problems cleared up. The control problems did not clear up and he elected to land with the banner. He then turned to the left and lined up for a landing on runway 18. He was near the end of runway 18, and as he rotated, he added full engine power trying to float in till the banner settled to the ground. The float never occurred and the aircraft landed hard and collapsed the landing gear. The right wing struck the ground and the aircraft nosed down. The banner equipment was intact after the accident.</p> <p>A witness stated that after picking up the banner, the pilot initiated a right turn back toward the airport as if he was going to drop the banner or land. The aircraft was in a position where there was not a lot of runway distance remaining. The pilot did not release the banner and kept the airplane in a level attitude until it was a few feet above the ground. The aircraft then made a left turn of about 20-25 degrees, flared, and stalled, with a more vertical descent. The left wing appeared to be lower at this point and the aircraft hit and bounced one time. Another witness stated that when the aircraft was about 15 feet above the runway in the landing flare, the aircraft turned a little to the left and the nose dropped slightly. The aircraft descended and hit left wing first and then bounced onto the right wing.</p> <p>Postcrash examination of the aircraft by an FAA inspector and wreckage recovery personnel showed no evidence of precrash failure or malfunction of the aircraft flight controls, structure, or engine.</p>					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: MIA00LA248			
		Occurrence Date: 08/25/2000			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
RUCKEL AIRPORT	FL17	55 Ft. MSL	18	3300	75
Runway Surface Type: Grass/turf					
Runway Surface Condition: Dry					
Type Instrument Approach: NONE					
VFR Approach/Landing: Precautionary Landing					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Bellanca		8KCAB		126-74	
Airworthiness Certificate(s): Acrobatic; Normal; Utility					
Landing Gear Type: Tailwheel					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt.	1800 LBS	Number of Engines: 1	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Reciprocating	Lycoming	IO-320-E1A	150 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
100 Hour	08/2000	65 Hours	1083 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated?	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
TOM ENDRESS		10011 CENTER ST.			
		City	State	Zip Code	
		PENSACOLA	FL	32506	
Operator of Aircraft		Street Address			
CHARLES CLAYTON BURKHART		1570 STEVEN DR.			
		City	State	Zip Code	
		GULF BREEZE	FL	32561	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted:					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: MIA00LA248
	Occurrence Date: 08/25/2000
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 39
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Sex: M	Seat Occupied: Front	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Commercial

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 07/2000
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	3083	663	3083			165	80	146		
Pilot In Command(PIC)	3043	663	3043			165	80	146		
Instructor										
Last 90 Days	503	312	503							
Last 30 Days	165	111	165							
Last 24 Hours	2	2	2							

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Same as Accident/Incident Location	State	Airport Identifier FL17	Departure Time 1243	Time Zone CDT
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Briefing:
No record of briefing

Method of Briefing:

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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
VPS	1255	CDT	85 Ft. MSL	5 NM	220 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			0 Ft. AGL	Visibility: 7 SM	Altimeter: 30.00 "Hg
Temperature: 32 °C	Dew Point: 24 °C	Wind Direction: 180		Density Altitude: 1800 Ft.	
Wind Speed: 16	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information

Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None
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Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -			1		1
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	1		1

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: MIA00LA248

Occurrence Date: 08/25/2000

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JEFFREY L. KENNEDY

Additional Persons Participating in This Accident/Incident Investigation:

ED DA SILVA

FAA FSDO

BIRMINGHAM, AL 35242