## National Transportation Safety Board Washington, DC 20594

Brief of Accident

Adopted 06/27/2011

CEN10LA514

File No. 28264 09/02/2010 Aircraft Reg No. N10128 Time (Local): 09:21 CDT Boone ,IA Make/Model: Cessna/150L Fatal Serious Minor/None Engine Make/Model: Lycoming / O-360-A4A Crew 1 0 0 Aircraft Damage: Substantial Pass 0 0 0 Number of Engines: 1 Operating Certificate(s): None Type of Flight Operation: Banner Tow Reg. Flight Conducted Under: Part 91: General Aviation Last Depart, Point: Same as Accident/Incident Location Condition of Light: Day Destination: Local Flight, IA Weather Info Src: Weather Observation Facility Airport Proximity: Off Airport/Airstrip Basic Weather: Visual Conditions Lowest Ceiling: None Visibility: 10.00 SM Wind Dir/Speed: 310 / 011 kts Temperature (°C): 22 Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command Age: 24

Certificate(s)/Rating(s)

Commercial; Multi-engine Land; Single-engine Land

Instrument Ratings
Airplane

Flight Time (Hours)

Total All Aircraft: 560 Last 90 Days: Unk/Nr Total Make/Model: 40 Total Instrument Time: UnK/Nr

Printed on: 03/23/2015 08:30:44 AM

\*\*\* 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. \*\*\*

The pilot conducted a downwind takeoff on the local banner-tow flight. The airplane subsequently picked up the banner on a downwind low approach. A witness reported that the engine sounded normal. An eyewitness reported the airplane was not gaining much altitude and that the banner was very close to being dragged in crops on departure. A witness near the accident site said that the banner got caught in the corn while the airplane was maneuvering. Another witness saw the banner separate from the airplane before the airplane banked and went into a dive. The pilot was trained in and endorsed for banner towing operations and emergencies. However, his logbook did not contain an endorsement for a flight review. The local wind was 11 knots gusting to 20 knots. A wreckage examination revealed no preimpact anomalies. The propeller blades exhibited chordwise abrasion and leading edge nicks consistent with an engine producing power at the time of impact. A global positioning system unit showed that, after the airplane picked up the banner, it made a tight downwind turn to the left and headed northeast during its climbout. The data showed the airplane then turned to the south and subsequently descended.

Updated at Jun 27 2011 7:29AM

## Brief of Accident (Continued)

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Boone ,IA

Aircraft Reg No. N10128

Time (Local): 09:21 CDT

## OCCURRENCES

Maneuvering-low-alt flying - Aerodynamic stall/spin

## **FINDINGS**

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Contributed to outcome

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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: The pilot's failure to maintain airplane control while performing low-level banner towing operations with a gusting wind.