

Brief of Accident

Adopted 07/29/2013

CEN13CA246  
File No. 31471                      04/28/2013                      New Orleans ,LA                      Aircraft Reg No. N737FK                      Time (Local): 14:58 CDT

Make/Model: Cessna/172N  
Engine Make/Model: Lycoming / O-320 SERIES  
Aircraft Damage: Substantial  
Number of Engines: 1  
Operating Certificate(s): On-demand Air Taxi  
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

Last Depart. Point: Same as Accident/Incident Location  
Destination: Same as Accident/Incident Location  
Airport Proximity: On Airport/Airstrip  
Airport Name: LAKEFRONT AIRPORT  
Runway Identification: 18L  
Runway Length/Width (Ft): 3697 / 75  
Runway Surface: Asphalt  
Runway Surface Condition: Dry

Condition of Light: Day  
Weather Info Src: Weather Observation Facility  
Basic Weather: Visual Conditions  
Lowest Ceiling: 6000 Ft. AGL, Broken  
Visibility: 10.00 SM  
Wind Dir/Speed: 350 / 003 kts  
Temperature (°C): 23  
Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command                      Age: 50  
Certificate(s)/Rating(s)  
Commercial; Multi-engine Land; Single-engine Land

Flight Time (Hours)  
Total All Aircraft: 797  
Last 90 Days: 68  
Total Make/Model: 30  
Total Instrument Time: 138

Instrument Ratings  
Airplane

\*\*\* Note: NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report. \*\*\*

The pilot reported that on his first low-pass attempt, he had missed picking up an advertising banner with the airplane's grapple hook assembly. On the second pass, he thought he had again missed the aerial pickup towline, so he made a shallow climb. A steep climb is required when a banner is picked up to quickly lift the banner off the ground. The pilot was unaware that during the airplane's second pass, the nose gear had inadvertently snagged the forward end of the 300-foot-long towline. The banner could not be jettisoned, and it was dragged on the ground during the shallow climb, creating additional drag on the airplane. The pilot reported an abrupt downward pull on the nose of the airplane, which caused him to lose control. The airplane impacted terrain about 1,000 feet south of the pickup location. The impact resulted in substantial damage to the lower fuselage, the engine mount, and the forward firewall. The pilot also reported that there was no preimpact mechanical malfunction or failure that would have precluded normal operation.

Updated at Jul 29 2013 9:47AM

Brief of Accident (Continued)

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OCCURRENCES

Maneuvering-low-alt flying - Miscellaneous/other  
Maneuvering-low-alt flying - Loss of control in flight  
Uncontrolled descent - Collision with terr/obj (non-CFIT)

FINDINGS

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Climb rate-Incorrect use/operation - C  
Personnel issues-Action/decision-Action-Incorrect action performance-Pilot - 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:  
The pilot's failure to perform a steep climb before going around following a low pass for a banner tow pickup.