 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: CEN14FA230		Most Critical Injury: None	
		Occurrence Date: 05/05/2014		Investigated By: NTSB	
		Occurrence Type: Accident			
Location/Time					
Nearest City/Place		State	Zip Code	Local Time	Time Zone
Northglenn		CO	80234	1544	MDT
Aircraft Information					
Registration Number		Aircraft Manufacturer		Model/Series Number	
N4519Y		PIPER		PA 25-235	
Type of Aircraft: Airplane			Amateur Built Aircraft? No		
Injury Summary:		Fatal	Serious	Minor	None
					1
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***</p> <p>On May 5, 2014, at 1544 mountain daylight time, a Piper model PA-25-235 airplane, N4519Y, was destroyed when it impacted a residential structure and caught fire in Northglenn, Colorado. The commercial pilot was not injured. The airplane was registered to Airspeed Enterprises LLC and operated by Drag 'N' Fly Banners, under the provisions of 14 Code of Federal Regulations Part 91, without a flight plan. Day visual meteorological conditions prevailed for the local banner-tow flight that departed Platte Valley Airpark (18V), Hudson, Colorado, about 1500.</p> <p>The pilot reported that the purpose of the banner-tow flight was to orbit Coors Field, located downtown Denver, Colorado, with a commercial advertisement billboard that measured 27 feet by 50 feet. He stated that there were no anomalies identified during his preflight inspection of the airplane and that he held a briefing with his ground support team before departing on runway 15. He entered the traffic pattern for runway 9 and retrieved the banner at 1505. After retrieving the banner, the flight proceeded west from 18V, staying below the Class B airspace, toward I-25 where he turned southbound toward downtown Denver and Coors Field. The pilot stated that while en route the airplane was not performing as expected, with little to no climb performance, but the engine was operating without any anomalies. He reported that the airplane was at 6,100 feet mean sea level, about 700 feet above the ground, when he decided to return to his departure point by making a right 180-degree turn toward north. However, before completing the turn he released the banner because of an excessive descent rate. The pilot reported that the airplane accelerated slightly after he released the banner, but it was still operating near an aerodynamic stall, and about 10-15 seconds after he released the banner, the airplane entered a stall/spin at a low altitude. The pilot stated that the airplane descended, inverted, into a residential area and collided with a house. The pilot reported that following the accident he released his restraints and exited the airplane uninjured. A postaccident fire ensued that destroyed the airplane and significantly damaged the house. There were no reports of any ground injuries.</p> <p>Numerous witnesses reported seeing the airplane flying at a low altitude before it dropped its banner and descended into a residential area. One witness reported that the airplane was flying at a slow groundspeed in a nose-up flight attitude before it descended into the residential area. Several witnesses remarked that the towed-banner nearly came in contact with the power-lines as the airplane crossed over Huron Street.</p>					
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

National Transportation Safety Board

PRELIMINARY REPORT

AVIATION




NTSB ID: CEN14FA230

Occurrence Date: 05/05/2014

Occurrence Type: Accident

Narrative (Continued)

At 1536, the automated surface observing system (ASOS) located at Erie Municipal Airport (EIK), about 8 miles from the accident site, reported: wind from 170 degrees at 10 knots, gusting 20 knots, visibility 10 miles, clear sky, temperature 27 degrees Celsius, dew point -10 degrees Celsius, and an altimeter setting of 29.78 inches of mercury.
Updated on May 6 2014 3:56PM

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	Occurrence Date: 05/05/2014	
	Occurrence Type: Accident	

Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Destroyed	Accident Occurred During: Maneuvering-low-alt flying

Crew	Name	Certificate No.	Injury
Pilot	On File	On File	None
2			
3			
4			
5			
6			

Operator Information		
Name Drag 'N' Fly Banners	Operator Designator Code	Doing Business As


Street Address	City Larkspur	State CO	Zip Code 80118
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-Type of Certificate(s) Held: None
Air Carrier Operating Certificate(s):

Operating Certificate:	Operator Certificate:
Regulation Flight Conducted Under: Part 91: General Aviation	
Type of Flight Operations Conducted: Banner Tow	

Flight Plan/Itinerary			
Type of Flight Plan Filed: None			
Last Departure Point	State	Airport Identifier	
Hudson	CO	18V	
Destination	State	Airport Identifier	
Local Flight	CO	18V	

Weather Information			
Investigator's Source: Weather Observation Facility	Facility ID: EIK	Observation Time (Local): 1536	
Sky/Lowest Cloud Condition: Clear		Ft. AGL	
Lowest Ceiling: None	Ft. AGL	Visibility: 10 SM	Altimeter: 29.78 "Hg

 <p>National Transportation Safety Board PRELIMINARY REPORT AVIATION</p>	NTSB ID: CEN14FA230	
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	Occurrence Type: Accident	

Weather Information (Continued from page 2)

Temperature: 27 °C	Dew Point: -10 °C	Wind Direction: 170	
Wind Speed: 10 Kts.	Gusts: 20 Kts.	Weather Conditions at Accident Site: Visual Conditions	

Administration Data

Notification From NTSB Central Region Duty Office	Date
FAA District Office/Coordinator Federal Aviation Administration - Denver FSDO Eric L. Horstmeyer	Investigator-In-Charge (IIC) Andrew T. Fox