

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 12/20/2010

ERA10CA300
File No. 27405 06/06/2010 North Myrtle Beach ,SC Aircraft Reg No. N2150A Time (Local): 11:50 EDT

Make/Model: Piper/PA-18-135
Engine Make/Model: Lycoming / O-320 SERIES
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

Last Depart. Point: Same as Accident/Incident Location
Destination: Local Flight, SC
Airport Proximity: On Airport/Airstrip
Airport Name: Grand Strand Airport
Runway Identification: 23
Runway Length/Width (Ft): 5997 / 100
Runway Surface: Asphalt
Runway Surface Condition: Dry

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 10.00 SM
Wind Dir/Speed: 260 / 012 kts
Temperature (°C): 32
Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command Age: 26
Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land

Flight Time (Hours)
Total All Aircraft: 312
Last 90 Days: 80
Total Make/Model: 80
Total Instrument Time: 74

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 stated that due to a spacing request from air traffic control, he elected to perform a 360-degree turn while on final approach to landing. He initiated a climbing right turn, but the airplane "wouldn't come out of the bank and...entered a stalled spin." The airplane collided with terrain, which resulted in substantial damage to the right wing spar. The pilot reported that there were no preimpact failures or malfunctions of the airplane's controls or engine, and examination of the airplane by a Federal Aviation Administration inspector revealed no evidence of any pre-impact mechanical anomalies.

Updated at Dec 20 2010 1:32PM

Brief of Accident (Continued)

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North Myrtle Beach ,SC

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OCCURRENCES

Uncontrolled descent - Collision with terr/obj (non-CFIT)
Approach-VFR pattern final - Aerodynamic stall/spin

FINDINGS

Personnel issues-Action/decision-Action-Incorrect action performance-Pilot - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C

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 adequate airspeed during a climbing turn, which resulted in an aerodynamic stall.