# National Transportation Safety Board Washington, DC 20594

#### **Brief of Accident**

### Adopted 08/07/2014

ERA13LA339

File No. 32883 07/26/2013 Farmingdale, NJ Aircraft Reg No. N61929 Time (Local): 14:20 EDT Make/Model: Cessna/172M Fatal Serious Minor/None Engine Make/Model: Lycoming / 0-320 SERIES Crew 0 0 1 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: Woodbine, NJ Weather Info Src: Weather Observation Facility Airport Proximity: On Airport/Airstrip Basic Weather: Visual Conditions Airport Name: Monmouth Executive Airport Lowest Ceiling: 5500 Ft. AGL, Broken Runway Identification: 32 Visibility: 10.00 SM Runway Length/Width (Ft): 7371 / 85 Wind Dir/Speed: 320 / 004 kts Runway Surface: Asphalt Temperature (°C): 27 Precip/Obscuration: No Obscuration; No Precipitation Runway Surface Condition: Dry

Pilot-in-Command Age: 28

Certificate(s)/Rating(s)

Commercial; Multi-engine Land; Single-engine Land

Instrument Ratings
Airplane

Flight Time (Hours)

Printed on: 03/23/2015 07:48:16 AM

Total All Aircraft: 1250 Last 90 Days: 249 Total Make/Model: 1160 Total Instrument Time: 7

\*\*\* 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 reported that, while towing a banner through 300 feet above ground level (agl) with the engine at full power, the airplane experienced a sudden and abrupt loss of altitude shortly after picking up a banner. The pilot turned the airplane left to try to gain additional climb performance, but the airplane continued to descend. At 200 feet agl, the airplane was still descending, so the pilot pushed all three tow releases to release the banner. However, the banner did not release, so he continued turning the airplane left to find a suitable area to perform an emergency landing. The pilot performed a forced landing on a gravel path between two tree lines, and the left wing subsequently impacted trees. The banner released shortly before impact, and the tail banner towline and tow hook were located along the wreckage path leading to the main wreckage. The pilot did not notice a loss of engine rpm during the flight. Postaccident examination of the airplane and engine revealed no anomalies that would have precluded normal operation.

Updated at Aug 7 2014 12:38PM

Farmingdale, NJ

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# **OCCURRENCES**

Initial climb - Loss of lift Uncontrolled descent - Collision with terr/obj (non-CFIT)

# **FINDINGS**

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-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 airplane's loss of lift shortly after picking up a banner for reasons that could not be determined because postaccident examinations revealed no anomalies that would have precluded normal operation.