

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 12/13/2011

WPR10FA315
File No. 29149 06/26/2010 Salt Lake City ,UT Aircraft Reg No. N7700V Time (Local): 17:00 MDT

Make/Model: Aero Commander/CallAir
Engine Make/Model: Lycoming / IO-540-G1C5
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	1	0	0
Pass	0	0	0

Last Depart. Point: Salt Lake City, UT
Destination: Local Flight, UT
Airport Proximity: On Airport/Airstrip
Airport Name: South Valley Regional Airport
Runway Identification: N/A
Runway Length/Width (Ft): Unk/Nr
Runway Surface:
Runway Surface Condition:

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 10.00 SM
Wind Dir/Speed: 350 / 010 kts
Temperature (°C): 29
Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command Age: 34
Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land

Flight Time (Hours)

Total All Aircraft: 1100
Last 90 Days: Unk/Nr
Total Make/Model: Unk/Nr
Total Instrument Time: Unk/Nr

Instrument Ratings
Airplane

*** 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. ***

Company personnel reported that the pilot had been towing banners for 3 months and had just recently switched to the accident airplane, which had better performance during the summer months. The pilot had accumulated approximately 10 hours in the accident airplane. The ground crewman reported that the 280-foot banner was aligned on the ground for the pilot to pick up while flying directly into the wind. The ground crewman said the pilot missed his first two pickup attempts, but was successful on the third attempt, and the pickup appeared normal. As the airplane climbed to about 200 feet and started a left crosswind turn, the crewman radioed to the pilot that he appeared slow. A moment later, the pilot released the banner, but the airplane's nose and left wing dropped. The airplane descended and impacted the ground in a nearly vertical attitude. Postimpact fire consumed the airplane. Post accident inspection of the engine and airframe found no mechanical anomalies that would have precluded normal operation.

Updated at Dec 13 2011 2:44PM

Brief of Accident (Continued)

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OCCURRENCES

Maneuvering - Loss of control in flight

FINDINGS

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
Personnel issues-Experience/knowledge-Experience/qualifications-Total experience w/ equipment-Pilot - F

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 airspeed, which resulted in a stall/spin to the ground.