

National Transportation Safety Board  
Washington, DC 20594

Printed on : 03/23/2015 08:24:29 AM

Brief of Accident

Adopted 10/04/2011

WPR11CA309  
File No. 28774                      07/04/2011                      Vancouver ,WA                      Aircraft Reg No. N5175D                      Time (Local): 20:35 PDT

Make/Model: Cessna/182A  
Engine Make/Model: Cont Motor / O-470 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	1

Last Depart. Point: Same as Accident/Incident Location  
Destination: Local Flight, WA  
Airport Proximity: On Airport/Airstrip  
Airport Name: Pearson Field  
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: 311 / 007 kts  
Temperature (°C): 23  
Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command                      Age: 53

Flight Time (Hours)

Certificate(s)/Rating(s)  
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Glider

Total All Aircraft: 1596  
Last 90 Days: 71  
Total Make/Model: 1011  
Total Instrument Time: 220

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 banner tow pilot reported that he approached the banner tow pickup point to catch the rope with his tail hook. Shortly after his initial pitch up maneuver to hook the rope, the pilot observed through a small mirror that the rope was not attached to his tail hook. Subsequently the banner lifted off the ground and the pilot could see that the banner rope looked like it was resting on or around his right horizontal stabilizer. Photos taken of the airplane in the air by a witness prior to the accident show the tow rope hooked around the nose gear and looped over the right horizontal stabilizer. Unable to release the banner, the pilot returned to land on the grassy area next to the runway as he was concerned that the banner might get snagged on obstacles located around the runway. As the pilot began his landing approach at approximately a 300 foot per minute descent and was crossing the west end of the runway, he brought the throttle to idle, added full flaps, and tried to maintain 60 mph. As the airplane descended the banner contacted the ground resulting in a significant amount of drag to the airplane. According to the pilot the airspeed began to drop and he attempted to maintain it by further lowering the nose. The airplane contacted the ground hard and the firewall sustained substantial damage. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airframe and engine that would have precluded normal operation.

Updated at Oct 4 2011 9:32AM

Brief of Accident (Continued)

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OCCURRENCES

Maneuvering-low-alt flying - Miscellaneous/other  
Landing-flare/touchdown - Hard landing

FINDINGS

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Aircraft-Fluids/misc hardware-Misc hardware-(general)-Incorrect use/operation - 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 properly engage the banner tow rope with the airplane's tail hook.