

National Transportation Safety Board
Washington, DC 20594

Printed on : 03/23/2015 07:50:02 AM

Brief of Accident

Adopted 11/19/2013

WPR13CA311
File No. 32000 07/06/2013 Long Beach ,CA Aircraft Reg No. N613AP Time (Local): 13:00 PDT

Make/Model: Bellanca/8GCBC
Engine Make/Model: Lycoming / O&VO-360 SER
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, CA
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling:
Visibility: 10.00 SM
Wind Dir/Speed: 180 / 006 kts
Temperature (°C): 24
Precip/Obscuration: No Precipitation

Pilot-in-Command Age: 45
Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land

Flight Time (Hours)
Total All Aircraft: 1669
Last 90 Days: 22
Total Make/Model: 450
Total Instrument Time: UnK/Nr

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 reported that he had full flaps extended during a low fly-by for the ground crew to inspect the banner. After the pass the pilot did not retract the flaps. During the climb, the airspeed deteriorated and the airplane stalled and impacted wires and a hillside. During the accident sequence, the right wing separated from the fuselage. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Updated at Nov 19 2013 1:40PM

Brief of Accident (Continued)

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07/06/2013

Long Beach ,CA

Aircraft Reg No. N613AP

Time (Local): 13:00 PDT

OCCURRENCES

Initial climb - Aerodynamic stall/spin

FINDINGS

Personnel issues-Psychological-Attention/monitoring-Monitoring equip/instruments-Pilot - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Configuration-Incorrect use/operation - F
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
The pilot did not maintain adequate airspeed which resulted in an inadvertent stall and loss of aircraft control. Contributing to the accident was the pilot's improper use of flaps.