



National Transportation Safety Board Aviation Accident Final Report

Location:	NO.MYRTLE BCH, SC	Accident Number:	ATL85LA152
Date & Time:	05/01/1985, 1016 EDT	Registration:	N5292G
Aircraft:	CESSNA 305A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Other Work Use

Analysis

AFTER A BANNER PICKUP THE PLT WAS INSTRUCTED BY COMPANY GROUP AND CREW TO RELEASE THE BANNER DUE TO A FOULED PICKUP. THE BANNER WAS RELEASED DURING A STEEP CLIMB OUT ALTITUDE. AS THE BANNER WAS RELEASED THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & CRASHED ON THE WEST SIDE OF RWY 05. THE UNINJURED PLT WAS REMOVED FROM THE ACFT BY GROUND PERSONNEL & THE ACFT WAS DESTROYED BY POST CRASH FIRE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. TERRAIN CONDITION - GROUND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	21, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/26/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	955 hours (Total, all aircraft), 35 hours (Total, this make and model), 860 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5292G
Model/Series:	305A 305A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	22515
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	75 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8000 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	PHOENIX FLIGHT SIGNS, INC.	Rated Power:	213 hp
Operator:	C.D. HORTON	Operating Certificate(s) Held:	None
Operator Does Business As:	PHENIX FLIGHT SIGNS,INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CRE, 33 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1018 EDT	Direction from Accident Site:	50°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 14° C
Precipitation and Obscuration:			
Departure Point:	(CRE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1015 EDT	Type of Airspace:	Class E

Airport Information

Airport:	GRAND STRAND (CRE)	Runway Surface Type:	Asphalt
Airport Elevation:	33 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	
Runway Length/Width:	5996 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DENNIS D HENDERSON	Report Date:	
Additional Participating Persons:	LANGLEY P SHEARER; COLUMBIA, SC		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).