



National Transportation Safety Board Aviation Accident Data Summary

Location:	CORONA, CA	Accident Number:	LAX85FA304
Date & Time:	07/02/1985, 1545 PDT	Registration:	N5658F
Aircraft:	MAULE M-6-180	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

DURING A BANNER TOWING MISSION, THE ACFT WAS OBSERVED FLYING AT LOW ALT NEAR CALIFORNIA STATE FREEWAY 91. ACCORDING TO WITNESSES, THE BANNER COLLIDED WITH POWER LINES AFTER THE ACFT HAD CROSSED OVER THE LINES AT A RELATIVELY SLOW SPEED. THE BANNER & TOW CABLE/ROPE RELEASED FROM THE ACFT & THE BANNER CAME TO REST ON THE POWER LINES. WITNESSES REPORTED THAT WHEN THE BANNER HIT THE POWER LINES, THE ACFT'S FORWARD MOVEMENT APPEARED TO STOP, THEN THE ACFT DROPPED OFF TO ITS LEFT & DESCENDED INTO THE PATH OF AN ONCOMING TRACTOR-TRAILER TRUCK. THE ACFT HAD NEARLY RECOVERED FROM THE DESCENT WHEN IT IMPACTED THE FREEWAY. THE DRIVER OF THE TRACTOR-TRAILER & HIS WIFE EXITED THE LEFT SIDE OF THE VEHICLE WITHOUT INJURY; HOWEVER, THEIR SON, WHO EXITED THE RIGHT SIDE DURING THE EVACUATION, RECEIVED MINOR INJURIES. THE ACFT & TRACTOR WERE DESTROYED BY IMPACT & FIRE. THERE WAS NO EVIDENCE OF A MECHANICAL MALFUNCTION WITH THE ACFT OR TOWING EQUIPMENT PRIOR TO THE COLLISION WITH THE POWER LINES.

Probable Cause

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. (F) OBJECT - WIRE, TRANSMISSION
4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

7. AIRSPEED(VMC) - NOT POSSIBLE
8. STALL - UNCONTROLLED

9. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: OTHER

Findings

10. OBJECT - VEHICLE

Pilot Information

Certificate:	Commercial	Age:	38
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	496 hours (Total, all aircraft), 79 hours (Total, this make and model), 361 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAULE	Registration:	N5658F
Model/Series:	M-6-180 M-6-180	Engines:	1 Reciprocating
Operator:	BANNER AIRLINES	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-C1F
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CNO, 650 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 230°
Temperature:	33° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	CHINO, CA (CNO)	Destination:	CHINO, CA (CNO)

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	A	L CRAWFORD	Adopted 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/ .		

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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.