



National Transportation Safety Board Aviation Accident Final Report

Location:	Covington, LA	Accident Number:	CEN13LA249
Date & Time:	05/01/2013, 1030 CDT	Registration:	N8899V
Aircraft:	CESSNA 172M	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Banner Tow		

Analysis

During a banner towing demonstration flight for a flight examiner, the airplane stalled. The pilot applied full-forward elevator controls; however, he was unable to recover the airplane, and it subsequently landed hard. The pilot reported that he did not hear the stall warning horn sound. No anomalies were detected in the stall warning system after the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed during a banner towing operation, which resulted in the airplane stalling and landing hard.

Findings

Aircraft	Airspeed - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

On May 1, 2013, about 1030 central daylight time, a Cessna 172M airplane, N8899V, descended and impacted terrain following a banner towing maneuver at the St. Tammany Regional Airport (L31), near Covington, Louisiana. The pilot who was the sole occupant sustained minor injuries. The airplane sustained substantial fuselage damage. The airplane was owned and operated by Northshore Group LLC under the provisions of 14 Code of Federal Regulations Part 91 as a banner towing flight. Day visual flight rules (VFR) conditions prevailed for the flight, which did not operate on a VFR flight rules flight plan. The local flight originated from L31.

The pilot stated that he had an accident on April 28, 2013, when he was flying a 170-horsepower Cessna 172N. The pilot reported that an inspector from the Baton Rouge Flight Standards District Office made an appointment with the operator and with him to review the banner towing operation and to demonstrate a pickup of the same banner and equipment that was used on April 28. Since the 170-horsepower airplane incurred substantial damage, it was agreed upon that the demonstration would be executed in N8899V, a 150-horsepower Cessna 172M. The pilot advised that most of his training had been in the 170-horsepower airplane and that he had only pulled one banner with N8899V. The pilot preflighted the airplane and found no anomalies including the stall horn. He flew a closed traffic pattern at L31 for the banner pickup on the east parallel. The pilot confirmed that he had caught the pickup rope on the first pass. He said that he "felt the tail weight down during my pull up" and he started to nose the airplane over to maintain air speed. The pilot reported that the airplane started a stall/spin to the left without any buffeting or stall horn sounding. He indicated that his window was open and he may not have heard the stall horn. The pilot attempted a recovery with "full forward elevator controls" and the airplane subsequently "landed pretty hard."

The stall horn was checked after the accident and it was operational.

At 0953, the recorded weather at the Slidell Airport, near Slidell, Louisiana, was: Wind 140 at 5 knots; visibility 10 statute miles; sky condition broken clouds at 1,600 feet, broken clouds at 2,300 feet, overcast clouds at 6,000 feet; temperature 24 degrees C; dew point 21 degrees C; altimeter 29.90 inches of mercury.

History of Flight

Maneuvering-low-alt flying	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	50
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	04/02/2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	10/31/2012
Flight Time:	798.5 hours (Total, all aircraft), 31 hours (Total, this make and model), 670.3 hours (Pilot In Command, all aircraft), 69.9 hours (Last 90 days, all aircraft), 18.6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N8899V
Model/Series:	172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17264257
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	2270 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3945 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-E2D
Registered Owner:	NORTHSHORE GROUP LLC	Rated Power:	150 hp
Operator:	NORTHSHORE GROUP LLC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KASD, 27 ft msl	Observation Time:	0953 CDT
Distance from Accident Site:	11 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	125°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	24° C / 21° C
Lowest Ceiling:	Broken / 1600 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 140°	Visibility (RVR):	
Altimeter Setting:	29.9 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Covington, LA (L31)	Type of Flight Plan Filed:	None
Destination:	Covington, LA (L31)	Type of Clearance:	None
Departure Time:	1030 CDT	Type of Airspace:	

Airport Information

Airport:	St. Tammany Regional Airport (L31)	Runway Surface Type:	N/A
Airport Elevation:	39 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor		

Administrative Information

Investigator In Charge (IIC):	Edward F Malinowski	Adopted Date:	03/24/2014
Additional Participating Persons:	Albert Terry; Federal Aviation Administration; Baton Rouge, LA		
Publish Date:	03/24/2014		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86780		

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