



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Livermore, CA	<b>Accident Number:</b>	WPR20LA026
<b>Date &amp; Time:</b>	11/16/2019, 1510 PST	<b>Registration:</b>	N8589D
<b>Aircraft:</b>	Piper PA 18	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Banner Tow		

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On November 16, 2019, about 1510 Pacific standard time, a Piper PA-18 airplane, N8589D, sustained substantial damage during a forced landing near Livermore Municipal Airport (LVK), Livermore, California. The commercial pilot was not injured. The airplane was registered to TeamBuilders, Inc., and operated by Aerial Advertising Services as a Title 14 *Code of Federal Regulations* Part 91 banner towing flight. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight which originated from LVK shortly before the accident.

The pilot reported that he completed the preflight of the airplane including the movement and stability of the flight controls and set up a banner for pickup on the approach end of runway 7. The pilot departed runway 7 and remained in the left traffic pattern to return for the banner pickup. The tower controller then cleared the pilot for the banner pickup. The pilot was approaching the runway and made successful contact with the banner. As the pilot pulled the control stick back to gain altitude, the control stick separated from the stick stub assembly at the floor. The airplane continued in its descent and impacted the ground shortly thereafter. The airplane came to rest in a grass field about 150 ft after first impacting the ground.

Examination of the airplane by a Federal Aviation Administration Inspector revealed that the control stick was not fully engaged to the stick stub assembly. The hardware that secures the control stick to the stick stub assembly was secured on the control stick but was not attached through the mounting holes on the stick stub assembly. The wreckage was recovered to a secure location for further examination.

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8589D
<b>Model/Series:</b>	PA 18 150	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>	No		
<b>Operator:</b>	Aerial Advertising Services	<b>Operating Certificate(s) Held:</b>	Certificate of Authorization or Waiver (COA)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KLVK, 393 ft msl	<b>Observation Time:</b>	1450 PST
<b>Distance from Accident Site:</b>	0 Nautical Miles	<b>Temperature/Dew Point:</b>	15° C / 11° C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / , Variable
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 Miles
<b>Altimeter Setting:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Livermore, CA (LVK)	<b>Destination:</b>	Livermore, CA (LVK)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.696111, -121.819722 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Andrew L Swick
<b>Additional Participating Persons:</b>	Jonathan Bishop; FAA-FSDO; Oakland, CA Jon Hirsch; Piper Aircraft Company; Wichita, KS
<b>Note:</b>	The NTSB did not travel to the scene of this accident.