



Aviation Investigation Final Report

Location:	COLTS NECK, New Jersey	Accident Number:	NYC88LA168
Date & Time:	June 18, 1988, 13:20 Local	Registration:	N14418
Aircraft:	CESSNA 305A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

DURING A BANNER PICK UP ATTEMPT, THE TOW ROPE BECAME AFFIXED TO THE MAIN LANDING GEAR. THE PILOT WAS UNABLE TO RELEASE THE BANNER AND LANDED WITH IT STILL ATTACHED. UPON LANDING ROLL OUT, THE AIRCRAFT'S TAIL ROSE ABRUPTLY AND THE PROPELLER DUG INTO THE TURF. THE AIRCRAFT CONTINUED TO ROLL ON ITS NOSE AND RIGHT WING TIP AND CAME TO REST INVERTED.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: MANEUVERING

Findings

1. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. (C) TOWING/ADVERTISING/EXTERNAL LOAD EQUIPMENT - ENTANGLED

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

3. EXTERNAL LOAD EQUIPMENT - NOT CORRECTED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 19, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 70 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N14418
Model/Series:	305A 305A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22688
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 14, 1988 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	21 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5842 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-11
Registered Owner:	AIRWAY ADVERTISING	Rated Power:	213 Horsepower
Operator:	AIRWAYS ADVERTISING	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLTS NECK , NJ (N61)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	COLTS NECK N61	Runway Surface Type:	Grass/turf
Airport Elevation:	100 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	2560 ft / 120 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: ; TETERBORO , NJ

Original Publish Date: December 29, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36170>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).