

August 4th, 2018

Re: N242A 8GCBC

On the morning of August 4th operations started as they normally do. The primary plane for the day was N48322 which is a T-41 military Cessna 172. The first banner was laid out and picked up perfectly. The banner was picked up approximately 8:20 and dropped approximately 9:30. Upon landing George Bancroft Marshall the pilot in command noticed the fuel pressure had just failed. After examination it was judged the fuel pressure line that connects to the carburetor had come disconnected and N48322 was set to be down for maintenance for the rest of the day. George Marshall then made the call to fly the next banner a 20x65 billboard banner for Chute for the Skye Parasailing and was laid out and setup by myself Cody Michael Collins. While I was doing final checks on the banner George Marshall put 30 gallons of aviation fuel into N424A, an 8GCBC Scout, to get it ready and peflighted for the next banner. During preflight George sumped all fuel and sump fuel checked perfect no water or supplements, he checked the wings, ailerons, elevator, rudder, all lights, preformed coms check, oil and gauges and everything checked "Green or perfect". George Bancroft Marshall and Brad Lafleur was riding along to check out banner operations with interest in getting his commercial license, he had also flown the day before with George and on the first banner pulled on August 4th. They climbed into N824A. They allowed the engine to run and heat up before their. During run up George checked both mags repeatedly and cycled the prop, and everything checked "green or perfect". At this time the call was made over the radio by George "24A rolling on 18". They then took off and dropped their hook, I then made the call "good hook" to them which signifies their hook which catches the line connects the plane to the banner is good. George then made the call "Roger the Hook". Up until this everything was perfect and went as planned. They then set in on final approach and hooked the rope with the hook and I made the call "You got it". Nothing was wrong and everything was running perfect. When picking up a banner you make a rapid rotation causing a step climb out. On this pick up

at the top of the climb out, as I was watching the pick and saw the right wing stall out due to falling behind the power curve. I then watched as the aircraft stalled out and George tried to recover by dropping the banner from the aircraft. The aircraft then nosed down entering into a flat spin falling from approximately from 300ft. spinning 5 times impacting the ground flat. The impact was rough and harsh impact causing the main gear and wings to collapse immediately upon impact. Approximately 45 seconds to a minute I was 50ft from the aircraft and I could see George and Brad before the fire and both were hunched over and unconscious. The aircraft caught fire and there was nothing further I could do without causing injury to myself.

Cody Michael Collins

