# National Transportation Safety Board Washington, DC 20594

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#### **Brief of Accident**

### Adopted 03/08/2012

ERA11LA200

File No. 29531 03/19/2011 Hollywood ,FL Aircraft Reg No. N9692D Time (Local): 15:15 EDT Make/Model: Piper/PA-18A 150 Fatal Serious Minor/None Engine Make/Model: Lycoming / O-360-C2A Crew 0 0 1 Aircraft Damage: Substantial Pass 0 0 0 Number of Engines: 1 Operating Certificate(s): None Type of Flight Operation: Banner Tow Reg. Flight Conducted Under: Part 91: General Aviation Last Depart, Point: Same as Accident/Incident Location Condition of Light: Day Destination: Local Flight, FL Weather Info Src: Weather Observation Facility Airport Proximity: On Airport/Airstrip Basic Weather: Visual Conditions Airport Name: North Perry Airport Lowest Ceiling: None Runway Identification: N/A Visibility: 10.00 SM Runway Length/Width (Ft): Unk/Nr Wind Dir/Speed: 050 / 011 kts Runway Surface: Temperature (°C): 26 Precip/Obscuration: No Obscuration; No Precipitation Runway Surface Condition: Pilot-in-Command Age: 26 Flight Time (Hours)

Certificate(s)/Rating(s)

Flight Instructor; Commercial; Multi-engine Land; Single-engine Land

Instrument Ratings
Airplane

Total All Aircraft: 1040 Last 90 Days: 25 Total Make/Model: 25 Total Instrument Time: 109

\*\*\* Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. \*\*\*

The pilot departed on a banner tow flight with an adequate supply of fuel, and flew for about 1.5 hours before returning to the departure airport. He dropped the first banner, descended, then climbed to pick up the second banner. As he applied power, the engine initially responded, but then it lost power about 50 to 100 feet above ground level with no sputtering noted. The pilot applied forward elevator control input and verified that the mixture was full rich and that the fuel selector was on the left tank. Prior to touchdown, he applied aft elevator control input, but there was no response, and the airplane landed hard. Operator personnel reported that both magneto switches were in the on position, the fuel selector was in the left tank position, the carburetor heat was pulled slightly, the throttle was full forward, and the mixture control was slightly leaned.

Postaccident examination of the airplane revealed that the inboard and outboard fuel tanks contained fuel; however, the amount in each tank was not quantified. However, the amount was adequate to sustain engine power. No fuel was found in the fuel strainer; however, fuel was in the carburetor bowl. A replacement propeller was installed, and the engine was test run and it operated satisfactorily. The conditions about the time of the accident were favorable for serious carburetor icing at glide power.

# Brief of Accident (Continued)

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The reason for the lack of fuel in the fuel strainer and the loss of engine power could not be determined. Updated at Mar  $8\ 2012\ 12:32PM$ 

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## **OCCURRENCES**

Initial climb - Loss of engine power (total)
Emergency descent - Aerodynamic stall/spin
Uncontrolled descent - Collision with terr/obj (non-CFIT)

## **FINDINGS**

Aircraft-Aircraft power plant-(general)-(general)-Failure - C
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C
Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Effect on operation

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: A total loss of engine power for undetermined reasons.