

Brief of Accident

Adopted 06/19/2013

ERA12LA468
File No. 31243 07/18/2012 North Myrtle Beach ,SC Aircraft Reg No. N2991Z Time (Local): 10:45 EDT

Make/Model: Piper/PA-18-150
Engine Make/Model: Lycoming / O-320-A2B
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Banner Tow
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	0

Last Depart. Point: Same as Accident/Incident Location
Destination: Local Flight, SC
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 10.00 SM
Wind Dir/Speed: 200 / 011 kts
Temperature (°C): 30
Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command Age: 22
Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land

Flight Time (Hours)
Total All Aircraft: 1235
Last 90 Days: Unk/Nr
Total Make/Model: 900
Total Instrument Time: Unk/Nr

Instrument Ratings
Airplane

*** 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 was towing a banner near the shoreline at an altitude of about 500 feet when the engine began to lose power. He applied carburetor heat; however, the engine continued to lose power and then stopped completely. The pilot was not able to restart the engine and performed a forced landing to the water. He exited the airplane before it sank to a depth of about 30 feet. Postaccident examination of the airplane did not reveal any mechanical malfunctions that would have precluded normal operation; however, the engine exhibited significant damage consistent with saltwater corrosion, which precluded a check of the fuel and ignition systems. The airplane had been operated for about 50 hours since its most recent 100 hour inspection, which was performed about 9 days before the accident, and the engine had been operated for about 150 hours since it was overhauled about 1 month before the accident. The weather conditions at the time of the accident were conducive to carburetor icing at glide power and cruise power.

Updated at Jun 19 2013 8:59AM

Brief of Accident (Continued)

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OCCURRENCES

Maneuvering-low-alt flying - Loss of engine power (total)
Emergency descent - Ditching

FINDINGS

Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Effect on equipment - C

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 due to carburetor icing.