
		NTSB ID: ERA14LA008		Aircraft Registration Number: N8715U	
		Occurrence Date: 10/05/2013		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Gainesville		State FL	Zip Code 32609	Local Time 1600	Time Zone EDT
Airport Proximity:		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer CESSNA		Model/Series 172 - F/F		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** 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. ***</p> <p>On October 5, 2013, about 1600 eastern daylight time, a Cessna 172F, N8715U, was substantially damaged during a forced landing following a total loss of engine power near Gainesville, Florida. The commercial pilot and pilot-rated passenger sustained minor injuries. The local banner tow flight departed Gainesville Regional Airport (GNV) about 1540. Visual meteorological conditions prevailed, and no flight plan was filed for the flight, which was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.</p> <p>The pilot stated that a preflight inspection of the airplane revealed no anomalies, and he subsequently departed on the flight and performed the banner pick-up. He proceeded toward the stadium around which he was to tow the banner, leveled the airplane at 1,200 feet above ground level (AGL), reduced engine power to 2,250 rpm, and leaned the mixture. He then extended the wing flaps to 10 degrees, and slowed the airplane to 50 mph. About 20 minutes into the flight, the pilot noticed that the airplane had descended about 100 feet, and he responded by increasing engine power and enriching the mixture, while observing that the oil temperature gauge indicated "hotter than normal." The airplane continued to descend and the oil temperature continued to rise into the red arc, and the engine subsequently experienced a total loss of power. The pilot released the banner, attempted to restart the engine to no avail, and then conducted a forced landing to a nearby field. He stated that due to "excessive airspeed" upon touchdown, the airplane bounced and impacted a parked truck, resulting in substantial damage to the fuselage and both wings.</p> <p>The pilot held a commercial pilot certificate with ratings for airplane single- and multi-engine land, as well as an instrument rating; and flight instructor certificate with ratings for airplane single- and multi-engine, and instrument airplane. His most recent first-class Federal Aviation Administration (FAA) medical certificate was issued in September 2013. Following the accident, he reported 2,513 total hours of flight experience, of which 1,402 hours were in the accident airplane make and model.</p> <p>The airplane was manufactured in 1965, and was equipped with a Lycoming O-360-A1A, 200 hp, reciprocating engine. Its most recent annual inspection was completed July 24, 2013. At the time of the accident, the airplane had accumulated 4,989 total hours of operation. According to the operator, the airplane was being operated on automotive fuel. Review of the airplane's airworthiness records showed that no supplemental type certificate had been issued authorizing the use of automotive fuels.</p> <p>Following the accident, the airplane was removed from the site and subsequently examined by an FAA inspector. The engine exhibited little impact damage. The carburetor remained attached; however, the carburetor heat cable was disconnected and hanging free from the firewall. The magnetos remained attached and undamaged. The engine contained 7 quarts of oil. The oil filter was removed and opened, with no anomalies observed. The spark plugs were removed and appeared "blackish" in color.</p>					
FACTUAL REPORT - AVIATION					
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 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ERA14LA008
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	Occurrence Type: Accident


Narrative (Continued)


The electric fuel pump and starter were replaced, and the engine was secured for a test run. Utilizing the fuel onboard at the time of the accident, the engine started and ran for several minutes with no anomalies observed.

A fuel sample was taken from the carburetor prior to the test run, and sent for analysis at an aviation fuel testing laboratory. According to the laboratory, a Karl Fisher water test revealed "high" water content, and a microbial test was negative for bacteria and fungus. The quantity of the sample provided was insufficient to conduct distillation and flash point tests; therefore it could not be determined if the sample contained ethanol.

The 1553 recorded weather at GNV, 5 miles southwest of the accident site included wind from 090 degrees at 6 knots, 10 miles visibility, sky clear, temperature 31 degrees C, dew point 19 degrees C, and a barometric altimeter setting of 30.00 inches of mercury. Review of an FAA carburetor icing probability chart revealed the potential for serious icing at glide power given the atmospheric conditions present about the time of the accident.

Updated on Mar 3 2015 9:40AM

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ERA14LA008			
		Occurrence Date: 10/05/2013			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name N/A	Airport ID:	Airport Elevation Ft. MSL	Runway Used N/A	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition: Unknown					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer CESSNA		Model/Series 172 - F/F		Serial Number 17252619	
Airworthiness Certificate(s): Normal; Utility					
Landing Gear Type: Tricycle					
Amateur Built Acft? No	Number of Seats: 2	Certified Max Gross Wt. 2299 LBS		Number of Engines: 1	
Engine Type: Reciprocating		Engine Manufacturer: Lycoming		Model/Series: O-360	
				Rated Power: 145 HP	
- Aircraft Inspection Information					
Type of Last Inspection Annual		Date of Last Inspection 07/2013		Time Since Last Inspection Hours	
				Airframe Total Time 4989 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes / Unknown		ELT Operated? No		ELT Aided in Locating Accident Site?	
Owner/Operator Information					
Registered Aircraft Owner BEACH BANNERS INC		Street Address			
		City JACKSONVILLE		State FL	Zip Code 32224
Operator of Aircraft BEACH BANNERS INC		Street Address			
		City JACKSONVILLE		State FL	Zip Code 32224
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Banner Tow					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ERA14LA008
	Occurrence Date: 10/05/2013
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 28
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Sex:	Seat Occupied: Left	Occupational Pilot? Yes	Certificate Number: On File
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Certificate(s): Flight Instructor; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine

Current Biennial Flight Review? 10/2011

Medical Cert.: Class 1	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 09/2013
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	2513	1402	1533	980	88	27	59			
Pilot In Command(PIC)	2282	1342	1475	807	85	24	53			
Instructor	931	531	689	242	15	5				
Instruction Received										
Last 90 Days	89	78	78	11		1				
Last 30 Days	48	40	40	8		1				
Last 24 Hours	1									

Seatbelt Used?	Shoulder Harness Used?	Toxicology Performed? No	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Gainesville	State FL	Airport Identifier GNV	Departure Time 1540	Time Zone EDT
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Destination Local Flight	State FL	Airport Identifier GNV	
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Type of Clearance: VFR

Type of Airspace: Class D

Weather Information

Source of Wx Information:

Automated Report; National Weather Service

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ERA14LA008
	Occurrence Date: 10/05/2013
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
GNV	1553	EDT	151 Ft. MSL	5 NM	240 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.00 "Hg
Temperature: 31 °C	Dew Point: 19 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 90		Wind Speed: 6	Wind Gusts:		
Visibility (RVR): Ft.	Visibility (RVV) SM				
Precip and/or Obscuration: No Obscuration; No Precipitation					

Accident Information		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers			1		1
- TOTAL ABOARD -			2		2
Other Ground					
- GRAND TOTAL -			2		2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ERA14LA008

Occurrence Date: 10/05/2013

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

John J. Neylon

Additional Persons Participating in This Accident/Incident Investigation:

Peter Kandravi
FSDO/FAA
Orlando, FL