

 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: ERA14LA167		Most Critical Injury: None		
		Occurrence Date: 03/23/2014		Investigated By: NTSB		
		Occurrence Type: Accident				
Location/Time						
Nearest City/Place		State	Zip Code	Local Time	Time Zone	
St. Petersburg		FL	33701	1410	EDT	
Aircraft Information						
Registration Number		Aircraft Manufacturer		Model/Series Number		
N211PP		CESSNA		O1 - A		
Type of Aircraft: Airplane			Amateur Built Aircraft? No			
Injury Summary:		Fatal	Serious	Minor	None	1
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No			
Narrative						
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:						
<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 March 23, 2014, about 1410 eastern daylight time, a Cessna O-1A, N211PP, operated by Advertising Airforce, was substantially damaged when it collided with water during a forced landing, following a loss of engine power after takeoff from Albert Whitted Airport (SPG), St. Petersburg, Florida. The commercial pilot was not injured. Visual meteorological conditions (VMC) prevailed, and no flight plan was filed for the banner-tow flight, which was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.</p> <p>According to the operator, the pilot had completed a two-hour flight, and serviced the airplane with fuel, which "topped off" the tanks. He then completed a second banner tow flight, which was one hour in duration, before picking up a third banner. The pilot's first pick-up attempt was unsuccessful. He then circled the pick-up location for a brief period, and completed the pick-up on the second attempt. During the initial climb, about 300 feet, the engine experienced a total loss of power. The pilot released the banner and completed a forced landing to Tampa Bay. The pilot reported that the entire flight was conducted on the left main fuel tank.</p> <p>The pilot held a commercial pilot certificate with ratings for airplane multiengine land, single engine land and instrument airplane. He also held a flight instructor certificate with a rating for airplane single engine. His most recent Federal Aviation Administration (FAA) second class medical certificate was issued on May 31, 2013. He reported 3,070 total hours of flight experience, of which 2,863 hours were in single-engine airplanes.</p> <p>According to FAA and maintenance records, the airplane was manufactured in 1951. Its most recent 100-hour inspection was completed February 27, 2013, at 10,140 aircraft hours.</p> <p>The airplane was recovered from the water and examined by an FAA inspector March 24-25, 2014. Examination and then draining of the fuel tanks revealed that the right main and auxiliary tanks were full and contained "some" sea water. The left auxiliary tank was full and contained some sea water, and the 18-gallon left main tank was empty, dry, and contained no traces of fuel or water. The fuel selector was found in the right main tank position, and the fuel boost pump was in the off position. The engine was flushed with water and diesel fuel to preserve it, and slave magnetos were mounted. The airplane was serviced with fuel, a new battery was installed, and an engine start was attempted. The engine started immediately, and ran continuously without interruption.</p> <p>Updated on Apr 7 2014 4:41PM</p>						
PRELIMINARY INFORMATION - SUBJECT TO CHANGE						

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		Occurrence Type: Accident	
Other Aircraft Involved			
Registration Number	Aircraft Manufacturer	Model/Series Number	
Accident Information			
Aircraft Damage: Substantial		Accident Occurred During: Initial climb	
Crew	Name	Certificate No.	Injury
Pilot	On File	On File	None
2			
3			
4			
5			
6			
Operator Information			
Name St. Pete Aerial Advertising		Operator Designator Code	Doing Business As
Street Address		City St. Petersburg	State FL
			Zip Code 33701
-Type of Certificate(s) Held: None			
Air Carrier Operating Certificate(s):			
Operating Certificate:		Operator Certificate:	
Regulation Flight Conducted Under: Part 91: General Aviation			
Type of Flight Operations Conducted: Banner Tow			
Flight Plan/Itinerary			
Type of Flight Plan Filed: None			
Last Departure Point		State	Airport Identifier
Same as Accident/Incident Location			SPG
Destination		State	Airport Identifier
Local Flight		FL	SPG
Weather Information			
Investigator's Source: Weather Observation Facility		Facility ID: SPG	Observation Time (Local): 1353
Sky/Lowest Cloud Condition: Scattered		1900 Ft. AGL	
Lowest Ceiling: Broken	2500 Ft. AGL	Visibility: 10 SM	Altimeter: 30.02 "Hg
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Weather Information (Continued from page 2)

Temperature: 25 °C	Dew Point: 19 °C	Wind Direction: 260	
Wind Speed: 12 Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Visual Conditions	

Administration Data

Notification From FAA SROC	Date
FAA District Office/Coordinator FAA/FSDO William Stokes	Investigator-In-Charge (IIC) Brian C. Rayner