National Transportation Safety Board Washington, DC 20594

Brief of Accident

Adopted 07/29/2013

WPR12LA227 File No. 31454	05/26/2012	San Diego ,CA	Aircraft Reg No. N7093F		Time (Local): 15:30 PDT	
Engine Make Aircraft D Number of E Operating Certif Type of Flight Op			Crew Pass	Fatal 0 0	Serious 0 0	Minor/None 2 0
Last Depart. Point: San Diego, CA Destination: Same as Accident/Incident Location 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: 280 / 010 kts Temperature (°C): 18 Precip/Obscuration: No Precipitation			
Pilot-in-Command Age: 55			Flight Time (Hours)			
Certificate(s)/Rating(s) Flight Instructor; Commercial; Single-engine Land Instrument Ratings Airplane			Total All Aircraft: 1290 Last 90 Days: 55 Total Make/Model: 165 Total Instrument Time: 158			

*** Note: NTSB investigators may have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

The pilot was performing banner tow operations over water, about 500 feet above ground level, in the modified two-seat airplane. The pilotrated passenger was handling the airplane controls, and 1 hour after takeoff, having performed a series of uneventful laps, the pilot and passenger decided to return for landing. The passenger applied full forward throttle control to initiate a climb, but the engine lost all power. The airplane immediately began to descend, and the pilot took over the flight controls, released the banner, and performed a forced landing into the water.

The airplane sustained substantial damage to the fuselage as it struck the water, separating the right main landing gear from the airframe. The separation of the right main landing gear meant that the airplane most likely came to rest right-wing-low on the sea bed. Due to the design of the fuel tanks' interconnecting vent lines and the inclusion of a vent port on the left tank only, fuel most likely either unported from the left tank while in the water, or transferred between tanks after recovery. As a result, an accurate determination of the fuel tank quantities could not be determined. The pilot and passenger reported that the fuel selector valve was in the "BOTH" position throughout the flight, however it was found in the "RIGHT" tank position after the accident. The location of the valve was such that it was most likely inadvertently kicked to this position as the passenger egressed from the airplane as it was sinking.

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Postaccident examination did not reveal any anomalies with the airframe or engine that would have precluded normal operation. The pilot did not use carburetor heat before the accident. While the temperature and dew point were conducive to carburetor icing at the engine's operating power level, the investigation could not conclusively determine that carburetor ice caused the loss of engine power. Updated at Jul 29 2013 9:47AM

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OCCURRENCES

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

FINDINGS

Not determined-Not determined-(general)-(general)-Unknown/Not determined - 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 while maneuvering for reasons that could not be determined because postaccident examination did not reveal any anomalies that would have precluded normal operation.