

Brief of Accident

Adopted 08/07/2014

WPR13LA392
File No. 32867 08/30/2013 Rancho Palos Verdes ,CA Aircraft Reg No. N224T Time (Local): 11:43 PDT

Make/Model:	Piper/PA-18-105 SPECIAL	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	Lycoming / O-360-C2A	Crew	0				
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:	COMPTON, CA	Condition of Light:	Day
Destination:	Local Flight, CA	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	
		Visibility:	20.00 SM
		Wind Dir/Speed:	100 / 015 kts
		Temperature (°C):	33
		Precip/Obscuration:	No Obscuration; No Precipitation

Pilot-in-Command Age: 29

Flight Time (Hours)

Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land

Total All Aircraft: 2300
Last 90 Days: 31
Total Make/Model: 363
Total Instrument Time: 89

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 reported that, during cruise flight about 1/2 mile off shore while towing an aerial advertising banner, the engine abruptly lost power. Despite troubleshooting attempts, including the application of carburetor heat, the pilot was unable to restart the engine, and he initiated a forced landing to a nearby beach. During the landing, the airplane nosed over and came to rest partially in the ocean. A postaccident examination of the recovered airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. The quantity of fuel onboard the airplane could not be determined due to impact damage to the fuel system and its submersion in water after the accident. Although the weather conditions at the time of the accident were conducive to the accumulation of carburetor ice, the pilot applied carburetor heat, and the engine did not restart; therefore, it is unlikely that carburetor icing caused the engine to lose power. The reason for the loss of engine power could not be determined.

Updated at Aug 7 2014 12:38PM

Brief of Accident (Continued)

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OCCURRENCES

Maneuvering-low-alt flying - Loss of engine power (total)
Maneuvering-low-alt flying - Off-field or emergency landing
Landing-landing roll - Nose over/nose down

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 loss of engine power during cruise flight for reasons that could not be determined because postaccident examination did not reveal any anomalies that would have precluded normal operation.