



National Transportation Safety Board Aviation Accident Final Report

Location:	N MYRTLE BEACH, SC	Accident Number:	ATL89LA186
Date & Time:	08/01/1989, 1128 EDT	Registration:	N336AF
Aircraft:	CESSNA 172L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE ENGINE LOST POWER SHORTLY AFTER TAKEOFF. A FORCED LNDG WAS SUBSEQUENTLY MADE ON SWAMPY TERRAIN; THE AIRPLANE NOSED OVER DURING THE LNDG. EXAM OF THE AIRPLANE AFTER THE MISHAP REVEALED WATER IN THE FUEL STRAINER AND CARBURETOR. THE ENGINE STARTED IMMEDIATELY AFTER THE WATER WAS REMOVED. ALSO, IT DEVELOPED NORMAL POWER DURING A RUNUP, AND NO PROBLEMS WERE NOTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: WATER CONTAMINATION OF THE AIRPLANE FUEL SUPPLY, AND THE PILOT'S FAILURE TO ADEQUATELY PREFLIGHT THE AIRCRAFT. A FACTOR RELATED TO THE ACCIDENT WAS: SWAMPY TERRAIN AT THE EMERGENCY LANDING SITE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - WATER

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING

Findings

3. (F) TERRAIN CONDITION - SOFT
4. (F) TERRAIN CONDITION - WET

Factual Information

Pilot Information

Certificate:	Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	07/01/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	450 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N336AF
Model/Series:	172L 172L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17260404
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/21/1989, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	80 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7018 Hours	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-E2D
Registered Owner:	FUN FLIGHT AIRWAYS, INC.	Rated Power:	150 hp
Operator:	FUN FLIGHT AIRWAYS, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CRE, 33 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1128 EDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30° C / 22° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1127 EDT	Type of Airspace:	Class D

Airport Information

Airport:	GRAND STRAND (CRE)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	06/16/1992
Additional Participating Persons:	THOMAS M CONWAY; W. COLUMBIA, SC		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).