



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	N MYRTLE BEACH, SC	<b>Accident Number:</b>	ATL89LA186
<b>Date &amp; Time:</b>	08/01/1989, 1128 EDT	<b>Registration:</b>	N336AF
<b>Aircraft:</b>	CESSNA 172L	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	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

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

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

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING

### Findings

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	28
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	450 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N336AF
<b>Model/Series:</b>	172L 172L	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	FUN FLIGHT AIRWAYS, INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CRE, 33 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 5000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 290°
<b>Temperature:</b>	30° C	<b>Visibility</b>	3 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	GRAND STRAND (CRE)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): SCOTT STRICKLAND Adopted Date: 06/16/1992

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](mailto: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.