



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	N. Myrtle Beach, SC	<b>Accident Number:</b>	MIA08LA158
<b>Date &amp; Time:</b>	08/01/2008, 1546 EDT	<b>Registration:</b>	N3424M
<b>Aircraft:</b>	PIPER PA-12	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Banner Tow		

## Analysis

The pilot flew the airplane for 45 minutes after filling the fuel tanks, then secured the airplane. Before the next departure, the operator advised the pilot twice to fuel the airplane; however, it was not fueled. The pilot departed on a banner-tow flight, during which time he reported monitoring the fuel level. Approximately 1 to 2 minutes after noticing the left and right fuel quantity gauges indicated "1/4" and "1/3" capacity respectively, the engine sputtered once then lost power. He notified air traffic control, released the banner, and ditched the airplane. Examination of the airplane revealed that no fuel was present in the airplane's fuel tanks or carburetor. An unquantified amount of fuel was found in the gascolator.

## Flight Events

Enroute-cruise - Fuel exhaustion  
Enroute-cruise - Loss of engine power (total)  
Emergency descent - Ditching

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
A total loss of engine power due to fuel exhaustion as a result of the pilot's inadequate fuel planning.

## Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid level - C  
Personnel issues-Task performance-Planning/preparation-Fuel planning-Pilot - C

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	22
<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>	
<b>Flight Time:</b>	310 hours (Total, all aircraft), 4 hours (Total, this make and model), 174 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER	<b>Registration:</b>	N3424M
<b>Model/Series:</b>	PA-12	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BARNSTORMER FLITE SIGNS INC	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-320
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Banner Tow		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	CRE, 32 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	32° C / 24° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	N. Myrtle Beach, SC (CRE)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	Grand Strand Airport (CRE)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Timothy W Monville	<b>Adopted Date:</b>	03/23/2009
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.