



Aviation Investigation Factual Report

Location:	Brunswick, Georgia	Accident Number:	ATL07LA041
Date & Time:	February 9, 2007, 14:40 Local	Registration:	N315P
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On February 9, 2007, at 1440 eastern standard time, a Beech A36, N315P, registered to and operated by Skytracker Aviation II Inc, as a 14 Code of Federal Regulations Part 91 personal flight, ditched following a loss of engine power 150-feet off the coast of Saint Simons Island in Brunswick, Georgia. Visual meteorological conditions prevailed, and an IFR flight plan was filed for the cross-country flight. The private pilot reported no injuries and the airplane sustained substantial damage. The flight originated from Saint Lucie County International Airport, Fort Pierce, Florida, on February 9, 2007 at 1300.

According to the pilot, he departed Fort Pierce, en-route to the Wilmington International Airport in Wilmington, North Carolina. While cruising at 7,000 feet, the engine "coughed" and went to idle. The pilot declared an emergency with Air Traffic Control and was cleared to Saint Simons Island airport. The pilot glided the airplane as far as it would go, but could not make it to the airport and ditched the airplane in the water. Damage to the airplane consisted of both wings the right horizontal stabilizer and empennage.

On February 14, 2007, the engine was examined. Examination found the engine with minor damage. The oil filter and oil was replaced in preparation to run the engine. Examination of the left and right magneto's found that they would not produce spark when rotated. Internal examination of both magneto's found salt water corrosion. The magneto's were replaced and the engine was run. The engine run was successful, and after warm-up the engine revolutions per minute was increased to 2,620 with bent propeller blades.

The JPI EDM-800 engine monitoring unit was sent to the NTSB Recorders Laboratory in Washington, DC, for examination. The examination was inconclusive referencing the loss of engine power.

It was discovered during subsequent interviews with the pilot that at the time of the loss of engine power when he switched fuel tank selector positions he did not activate the airplane's auxiliary fuel pump.

According to the Pilot Operating Handbook for the Beech Bonanza A36, under section III emergency procedures, page 3-4 Engine Failure In Flight the following should be accomplished: Fuel Selector ValveSelect Other Tank, Magnetos... Check Both... Aux Fuel Pump... Hi...Mixture... Full Rich, then lean as required.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 1, 2006
Flight Time:	706 hours (Total, all aircraft), 172 hours (Total, this make and model), 638 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N315P
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-3434
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 1, 2006 Annual	Certified Max Gross Wt.:	3663 lbs
Time Since Last Inspection:	184 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	436 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550B
Registered Owner:	Skytracker Aviation II Inc	Rated Power:	300 Horsepower
Operator:	James H. Stroop	Operating Certificate(s) Held:	None
Operator Does Business As:	Skytracker Aviation II Inc	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SAV,50 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	14:40 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 4700 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	16°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Pierce, FL (FPR)	Type of Flight Plan Filed:	IFR
Destination:	Brunswick, GA (SSI)	Type of Clearance:	IFR
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	Malcolm McKinnon KSSI	Runway Surface Type:	
Airport Elevation:	19 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	31.151111,-81.388053

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	Don Severs; Atlanta FSDO; College Park, GA Jason Lukasik; Teledyne Continental Motors Inc.; Mobile, AL Rodney Martinez; Teledyne Continental Motors Inc.; Mobile, AL
Report Date:	March 19, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=65290

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).