



National Transportation Safety Board Aviation Accident Final Report

Location:	GUSTAVUS, AK	Accident Number:	ANC94LA053
Date & Time:	05/01/1994, 1615 AKD	Registration:	N441B
Aircraft:	BEECH 35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT SWITCHED FROM HIS AUXILIARY FUEL TANK TO HIS LEFT MAIN FUEL TANK WHEN THE ENGINE STOPPED PRODUCING POWER. HE HAD TO DITCH IN THE BAY. THE PILOT SAID HE THOUGHT THE ENGINE FAILED DUE TO FUEL MISMANAGEMENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S DELAY IN SELECTING THE MAIN FUEL TANK POSITION. THE LACK OF SUITABLE TERRAIN FOR A FORCED LANDING WAS A FACTOR.

Findings

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

Findings

1. (C) FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND

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

Occurrence #3: DITCHING
Phase of Operation: DESCENT - EMERGENCY

Findings

2. TERRAIN CONDITION - WATER
3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On May 1, 1994, at 1615 Alaska daylight time, a wheel equipped Beechcraft Bonanza airplane, N441B, registered to and operated by the Pilot-in-Command, experienced a non-mechanical engine failure and was forced to ditch in the water approximately 5 miles east of Gustavus, Alaska. The personal flight, operating under 14 CFR Part 91, departed Juneau, Alaska, and the destination was Gustavus. No flight plan was filed and visual meteorological conditions prevailed. The Private certificated Pilot-in-Command and his passenger were not injured and the airplane sank in the water.

According to the Pilot-in-Command, he was attempting to use up the fuel in the auxiliary fuel tanks. He stated that he felt the engine failed at the same time he switched to the left main fuel tank. The airplane came to rest between the low and high tide lines.

According to Ned Horne, FAA, FSDO 05, Juneau, Alaska, the Pilot-in-Command informally admitted that the engine did not fail due to a mechanical reason but due to fuel mismanagement.

The Pilot-in-Command did not submit an NTSB 6120.1/2.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/10/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	275 hours (Total, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N441B
Model/Series:	35 35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D-5943
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Unknown
Airframe Total Time:		Engine Manufacturer:	UNKNOWN
ELT:	Installed, not activated	Engine Model/Series:	UNKNOWN
Registered Owner:	ROHWEDER, GARY A.	Rated Power:	
Operator:	ROHWEDER, GARY A	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GST, 36 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1616 ADT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10° C / 1° C
Precipitation and Obscuration:			
Departure Point:	JUNEAU, AK (JNU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): GEORGE KOBELNYK **Report Date:** 01/26/1995

Additional Participating Persons: NED HORNE; JUNEAU, AK

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](#).