



National Transportation Safety Board Aviation Accident Final Report

Location:	NOME, AK	Accident Number:	ANC93LA146
Date & Time:	08/13/1993, 1950 AKD	Registration:	N6SF
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	7 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE BUSINESS FLIGHT DEPARTED LAVRENTLYA, RUSSIA WITH WHAT THE PILOT-IN-COMMAND ESTIMATED TO BE 50 GALLONS OF USABLE FUEL ON BOARD THE AIRPLANE AND LANDED IN PROVIDENIYA, RUSSIA AROUND 40 MINUTES LATER WITH ABOUT 30 GALLONS OF FUEL REMAINING. THE PLANE TOOK ON AN ADDITIONAL 30 GALLONS OF FUEL. THE PILOT SAID THAT HE NORMALLY DEPARTED PROVIDENIYA WITH 120 GALLONS OF FUEL BUT THAT THERE WAS NO ADDITIONAL FUEL AVAILABLE. THE FLIGHT DEPARTED PROVIDENIYA WITH WHAT THE PILOT ESTIMATED TO BE 1 HOUR AND 45 MINUTES OF FUEL ENDURANCE AND LANDED IN GAMBLE, ALASKA ON ST LAWRENCE ISLAND APPROXIMATELY 25 MINUTES LATER. THE PILOT DID NOT DIP STICK THE FUEL TANKS TO VERIFY THE AMOUNT OF FUEL ON BOARD. THE PILOT DID NOT CHECK ON THE AVAILABILITY OF FUEL IN GAMBLE. THE RIGHT AND LEFT ENGINES LOST POWER APPROXIMATELY 40 MINUTES AND 50 MINUTES, RESPECTIVELY AFTER DEPARTING GAMBLE. THE AIRPLANE DID NOT CARRY PERSONAL FLOTATION DEVICES FOR THE PASSENGERS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION DUE TO THE PILOT IN COMMANDS IMPROPER PREFLIGHT PLANNING/PREPARATION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION

2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2: DITCHING

Phase of Operation: CRUISE - NORMAL

Findings

3. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	70, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	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 Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/22/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	17943 hours (Total, all aircraft), 317 hours (Total, this make and model), 17806 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6SF
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31-7405204
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	07/22/1993, Annual	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:	42 Hours	Engines:	2 Reciprocating
Airframe Total Time:	8083 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540-J2BD
Registered Owner:	AMUNDSEN, JOHN D. & TIMOTHY E.	Rated Power:	350 hp
Operator:	MARC AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16° C / -18° C
Precipitation and Obscuration:			
Departure Point:	GAMBLE, AK	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1900 ADT	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	7 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	TIMOTHY A BORSON	Report Date:	09/26/1994
Additional Participating Persons:	AL BAUMAN; FAIRBANKS, 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 pubinquiry@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](#).