



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Metlakatla, Alaska	<b>Accident Number:</b>	ANC17LA017
<b>Date &amp; Time:</b>	March 3, 2017, 08:15 Local	<b>Registration:</b>	N103AF
<b>Aircraft:</b>	Beech G18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (partial)	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot of the twin-engine airplane and the pilot-rated passenger reported that, during a missed approach in instrument meteorological conditions, at 2,000 ft mean sea level, the right engine seized. The pilot attempted to feather the right engine by pulling the propeller control to the feather position; however, the engine did not feather. The airplane would not maintain level flight, so the pilot navigated to a known airport, and the passenger made emergency communications with air traffic control. The pilot was unable to maintain visual reference with the ground until the airplane descended through about 100 to 200 ft and the visibility was 1 statute mile. The pilot stated that he was forced to ditch the airplane in the water about 5 miles short of the airport. The pilot and passenger egressed the airplane and swam ashore before it sank in about 89 ft of water. Both the pilot and passenger reported that there was postimpact fire on the surface of the water.

The airplane was not recovered, which precluded a postaccident examination. Thus, the reason for the loss of engine power could not be determined.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

An engine power loss for reasons that could not be determined because the airplane was not recovered.

## Findings

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Not determined

(general) - Unknown/Not determined

## Factual Information

*\*\*\*This report was modified on 6/2/2020. Please see the docket for this accident to view the original report.\*\*\**

The pilot of the twin engine airplane and the pilot rated passenger reported that during a missed approach in instrument meteorological conditions, at 2,000 ft mean sea level, the right engine seized. The pilot attempted to feather the right engine by pulling the propeller control to the feather position; however, the engine did not feather. The airplane would not maintain level flight, so the pilot navigated over the water toward a known airport in front of the airplane and the passenger made emergency communications with air traffic control. The pilot was unable to maintain visual reference with the ground until the airplane descended through about 100 to 200 ft and the visibility was 1 statute mile. The pilot stated that he was forced to ditch the airplane in the water about 5 miles short of the airport and that the nose of the airplane separated from the fuselage during impact. The pilot and the passenger egressed the airplane and swam ashore before it sank in about 89 ft of water. Both the pilot and passenger reported that there was post impact fire on the surface of the water.

The airplane was not recovered which precluded a postaccident examination.

## History of Flight

Approach-IFR missed approach	Loss of engine power (partial) (Defining event)
Emergency descent	Ditching
Post-impact	Fire/smoke (post-impact)

## Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer; Flight instructor	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 1, 2016
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 2, 2017
<b>Flight Time:</b>	10308 hours (Total, all aircraft), 330 hours (Total, this make and model), 10102 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Pilot-rated passenger Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Pilot-rated passenger Information

<b>Certificate:</b>	Airline transport; Flight instructor; Remote	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Unmanned (sUAS)	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N103AF
<b>Model/Series:</b>	G18 S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1961	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BA-526
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 1, 2016 Annual	<b>Certified Max Gross Wt.:</b>	10000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	17646.7 Hrs at time of accident	<b>Engine Manufacturer:</b>	Pratt and Whitney
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	R-985-AN-14B
<b>Registered Owner:</b>		<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PANT, 109 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	17:15 Local	<b>Direction from Accident Site:</b>	166°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	2 miles
<b>Lowest Ceiling:</b>	Broken / 600 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots / 23 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.45 inches Hg	<b>Temperature/Dew Point:</b>	2° C / -1° C
<b>Precipitation and Obscuration:</b>	Moderate - None - Mist		
<b>Departure Point:</b>	KLAWOCK, AK (AKW )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	KETCHIKAN, AK (KTN )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	55.091667,-131.601669(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Price, Noreen
<b>Additional Participating Persons:</b>	Dwayne Edwards; FAA Jueau FSDO; Juneau, AK
<b>Original Publish Date:</b>	June 8, 2020
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=94807">https://data.nts.gov/Docket?ProjectID=94807</a>

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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