



Aviation Investigation Final Report

Location:	BLANDING, Utah	Accident Number:	SEA93LA174
Date & Time:	August 7, 1993, 14:20 Local	Registration:	N365WB
Aircraft:	BRAUCH GLASAIR	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT DEPARTED DENVER WITH FULL FUEL AND AFTER 2:11 HOURS IN FLT, HE CALLED THE FAA SALT LAKE CENTER BY RADIO TO REPORT HE WAS OUT OF GAS AND GOING DOWN. A SEARCH WAS INITIATED AND THE WRECKAGE WAS LOCATED ON ROUGH/UNEVEN DESERT TERRAIN. AN EXAMINATION OF THE WRECKAGE REVEALED LOOSE FITTINGS ON THE MAIN FUEL LINE, WITH EVIDENCE OF FUEL LEAKS IN THE ENGINE COMPARTMENT AND ON THE LOWER FUSELAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER RESULTING FROM INADEQUATE MAINTENANCE INSPECTION BY THE PILOT, A LEAK FROM LOOSE FUEL SYSTEM LINE FITTINGS, AND FUEL EXHAUSTION. A FACTOR RELATING TO THE ACCIDENT WAS THE ROUGH/UNEVEN TERRAIN.

Findings

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

Findings

1. (C) FUEL SYSTEM,LINE FITTING - LOOSE
2. (C) MAINTENANCE,INSPECTION - INADEQUATE - PILOT IN COMMAND
3. (C) FLUID,FUEL - LEAK
4. (C) FLUID,FUEL - EXHAUSTION

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On Saturday afternoon, August 7, 1993, at 1420 mountain daylight time, a Brauch Glasair, N365WB, registered to the pilot, impacted terrain 43 miles west southwest of Blanding, Utah, during an emergency forced landing. There was no flight plan filed for the personal cross country flight to Las Vegas, Nevada, conducted under 14 CFR 91 in visual meteorological conditions, that departed Denver, Colorado on August 7, 1993, at 1209. The airline transport rated pilot, Mr. Walter Brauch, and his wife, Fritzie Brauch, were fatally injured in the accident. The aircraft was destroyed. There was no fire. The pilot broadcast a distress call, received by the FAA Salt Lake ARTCC, that the aircraft was out of fuel and he was going down. A search was initiated and the wreckage was located about 1200 MDT, August 10, 1993, in remote rugged desert terrain. Mr. Jerry Pekin, a pilot who built and owned a Glasair aircraft, reported in a telephone interview that he had assisted his friend, the pilot, in building N365WB. He said the 34 gallon main fuel tanks specified in factory plans had been modified to hold at least 40 gallons and that the total fuel capacity of the aircraft, including the six gallon header tank, though never actually tested, was about 46 gallons. He said the pilot had determined the aircraft fuel consumption to be 10 gallons per hour in normal operation. Fuel records indicated the aircraft was topped off with 21 gallons of fuel on the day of the accident before the pilot departed on the flight. The control tower records indicated the aircraft departed the Centennial Airport at 1209 MDT and the last recorded radio transmission from the aircraft was at 1420 MDT, an elapsed time of 2:11 hours. An examination of the wreckage by an aircraft mechanic revealed there were eight loose fuel line connector fittings in the aircraft fuel system, and fuel stains on the engine firewall and lower fuselage aft of the loose fitting. The electric fuel boost pump switch in the wreckage was in the on position. The pilot's family reported he had not maintained a logbook after he retired as an airline pilot in 1977 and his flight time could not be determined. He wrote on the application for his last FAA medical certificate that he had 30,000 hours total flight time.

Pilot Information

Certificate:	Airline transport	Age:	76, Male
Airplane Rating(s):	Single-engine land; Multi-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:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 8, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	30000 hours (Total, all aircraft), 83 hours (Total, this make and model), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRAUCH	Registration:	N365WB
Model/Series:	GLASAIR GLASAIR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	365
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	October 9, 1992 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	83 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B
Registered Owner:	BRAUCH, WALTER G.	Rated Power:	200 Horsepower
Operator:	BRAUCH, WALTER G.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BCE ,7586 ft msl	Distance from Accident Site:	84 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	85°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	40 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DENVER , CO (APA)	Type of Flight Plan Filed:	None
Destination:	LAS VEGAS , NV (LAS)	Type of Clearance:	None
Departure Time:	12:09 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	37.569412,-110.320518(est)

Administrative Information

Investigator In Charge (IIC):	Mangum, Prentiss
Additional Participating Persons:	RICHARD LUND; SALT LAKE CITY , UT
Original Publish Date:	August 1, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41747

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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](#).