



National Transportation Safety Board Aviation Accident Final Report

Location:	NINILCHIK, AK	Accident Number:	ANC92FA083
Date & Time:	12/13/1991, 1907 AST	Registration:	N307SC
Aircraft:	PIPER PA-31T3, T1040	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

THE FLIGHT WAS LEVEL AT 10,000 FEET MSL IN IMC CONDITIONS WHEN THE CONTROLLER NOTICED THE AIRPLANE TAKE A SHARP RIGHT TURN AND DESCEND RAPIDLY. ATTEMPTS TO CONTACT THE FLIGHT WERE NEGATIVE. EXAMINATION OF THE ACCIDENT SHOWED ALL THE MAJOR COMPONENTS PRESENT, HOWEVER, IMPACT DAMAGE PRECLUDED ANY FLIGHT CONTROL CONTINUITY CHECK. THE ENGINES COULD NOT BE RECOVERED FROM THE IMPACT CRATER. THE ACCIDENT SITE WAS NOT ACCESSIBLE WITH SPECIALIZED EQUIPMENT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE - NORMAL

Findings

1. WEATHER CONDITION - TURBULENCE IN CLOUDS
2. WEATHER CONDITION - ICING CONDITIONS
3. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/11/1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9425 hours (Total, all aircraft), 1900 hours (Total, this make and model), 7177 hours (Pilot In Command, all aircraft), 144 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N307SC
Model/Series:	PA-31T3, T1040 PA-31T3, T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	8257009
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	09/30/1991, Continuous Airworthiness	Certified Max Gross Wt.:	9000 lbs
Time Since Last Inspection:	61 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	9745 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT-6A-11
Registered Owner:	SOUTHCENTRAL AIR, INC.	Rated Power:	500 hp
Operator:	SOUTHCENTRAL AIR, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	SOCA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ENA, 92 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	1900 AST	Direction from Accident Site:	340°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2 °C / -2 °C
Precipitation and Obscuration:	Moderate - Snow; Fog		
Departure Point:	KODIAK, AK (ADQ)	Type of Flight Plan Filed:	IFR
Destination:	KENAI, AK (ENA)	Type of Clearance:	IFR
Departure Time:	1815 AST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	05/27/1993
Additional Participating Persons:	LARRY LYBARGER; ANCHORAGE, AK		
Publish Date:	12/09/2011		
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](#).