



National Transportation Safety Board Aviation Accident Final Report

Location:	SOLDOTNA, AK	Accident Number:	DCA85AA012
Date & Time:	02/04/1985, 1951 AST	Registration:	N50NP
Aircraft:	BEECH 65-A80	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	9 Fatal

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

DURING ARRIVAL, THE CREW OF NPA FLT 1802 CONTACTED THE COMPANY WX OBSERVER AT SOLDOTNA WHO ADVISED THE WX WAS: WND CALM, CEILING 600 TO 800 FT, VIS 8 TO 10 MI, NO PRECIP. THEY MADE AN NDB APCH, BUT MISSED THE APCH & REQUESTED ANOTHER APCH. APRX 1 MIN LATER, THE CREW REPORTED THE ACFT HAD ACCUMULATED A HVY LOAD OF ICE. THEY COULD HAVE DIVERTED NEARBY TO KENAI FOR AN ILS APCH, BUT ELECTED TO MAKE A VOR APCH BACK TO SOLDOTNA. WHILE BEING VECTORED, THEY MADE 2 MORE CHECKS WITH THE WX OBSERVER WHO ADVISED THE WX HAD DETERIORATED TO BELOW MINS & RECOMMENDED DIVERTING, BUT THE CREW DID NOT ACKNOWLEDGE. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES ON HI TERRAIN APRX 1.5 MI SE OF THE ARPT. THERE WAS EVIDENCE THE ACFT WAS CIRCLING WHEN IT CRASHED. CIRCLING WAS NOT AUTHORIZED SOUTH OF RWY 7/25. INV REVEALED RECURRING PRBLMS WITH THE ANTI-ICESYS, ITS 'SINGLE' MODE WAS INOP, 2 DE-ICE BOOTS WERE MISSING FM PROP BLADES. WX STATION LISTED ONLY 1 LGTD MARKER (1/4 MI AWAY) FOR VIS REF; MIN LNDG VIS WAS 1 MI; CEILOMETER WAS INOP. NO FAA INSPN OF WX STATION IN 2 YRS. ICG FORCASTED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH

Findings

1. (F) ANTI-ICE/DEICE SYSTEM - INADEQUATE
 2. (F) MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
 3. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
 4. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 5. (F) OTHER AIRPORT/RUNWAY MAINTENANCE - NOT MAINTAINED - COMPANY/OPERATOR MANAGEMENT
 6. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
 7. (F) METEOROLOGICAL SERVICE - INADEQUATE - COMPANY/OPERATOR MANAGEMENT
 8. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
 9. (F) WEATHER CONDITION - LOW CEILING
 10. (F) WEATHER CONDITION - FOG
 11. (F) WEATHER CONDITION - RAIN
 12. (F) WEATHER CONDITION - ICING CONDITIONS
 13. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 14. (F) WING - ICE
 15. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
 16. MISSED APPROACH - INITIATED - PILOT IN COMMAND
 17. (F) NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CIRCLING (IFR)

Findings

18. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
19. (C) MISSED APPROACH - IMPROPER - PILOT IN COMMAND
20. (F) TERRAIN CONDITION - HIGH TERRAIN
21. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
22. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/27/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	7288 hours (Total, all aircraft), 2985 hours (Total, this make and model), 6150 hours (Pilot In Command, all aircraft), 255 hours (Last 90 days, all aircraft), 96 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N50NP
Model/Series:	65-A80 65-A80	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LD231
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	01/26/1985, AAIP	Certified Max Gross Wt.:	8800 lbs
Time Since Last Inspection:	92 Hours	Engines:	2 Reciprocating
Airframe Total Time:	12106 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-720-A1B
Registered Owner:	NORTH PACIFIC AIRLINES	Rated Power:	400 hp
Operator:	NORTH PACIFIC AIRLINES	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ENA, 95 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1955 AST	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 300 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3° C / -4° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	IFR
Destination:	(SXQ)	Type of Clearance:	IFR
Departure Time:	1840 AST	Type of Airspace:	Class E

Airport Information

Airport:	SOLDOTNA (SXQ)	Runway Surface Type:	Macadam
Airport Elevation:	107 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	25	IFR Approach:	ADF/NDB; VOR/DME
Runway Length/Width:	4973 ft / 130 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	7 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	9 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE SEIDLEIN	Report Date:	
Additional Participating Persons:	T BORSON; WASHINGTON, DC G SALOTOLO; WASHINGTON, DC B GORDON; WASHINGTON, DC D NOLAND		
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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