



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BELUGA, AK	<b>Accident Number:</b>	ANC90FA021
<b>Date &amp; Time:</b>	12/22/1989, 1810 AST	<b>Registration:</b>	N302SC
<b>Aircraft:</b>	PIPER PA-31	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE ACFT WAS ON AN IFR FLT FM KENIA TO THE BELUGA ARPT. THE ARPT DID NOT HAVE AN INST APCH PROC, A CO-LOCATED NAVAID OR A CO-LOCATED INTXN OR FIX. RPRTDLY, PLTS WOULD ROUTINELY FILE IFR FOR THE RTE, FLY OBND FM KENAI FOR 34.5 MI, THEN ATMT VIS ACQUISITION OF THE ARPT. ON THIS FLT, ARTCC CLRD THE PLT TO FLY DRCT TO THE ARPT AT AN ALT OF 2000 FT. BFR RCHG THE ARPT, THE PLT ACKNOWLEDGED RCPT OF A CLNC TO CRUISE AT 2000 FT & TO RPRT CANCELLATION OF IFR, THEN THERE WAS NO FURTHER COMM BTN ARTCC & THE FLT. MODE C RADAR DATA SHOWED THE ACFT DSCNDD TO 600 FT AS IT WAS APCHG ABT 5 MI SOUTH OF THE BELUGA ARPT. SUBSEQUENTLY, THE ACFT FLEW PAST THE UNCTLD ARPT & CRASHED INTO TREES ABT 8 MI NW OF THE ARPT. MARKS ON THE TREES SHOWED THE ACFT WAS IN A RGT DSCNDING TURN ON AN EASTERLY HDG, WHEN IT CRASHED. ELEV OF THE CRASH SITE WAS 560 FT. MIN SAFE (IFR) ALT FOR THE BELUGA ARPT AREA WAS 2000 FT. THERE WERE INDCNS THAT THE DESTN WX WAS BELOW VFR CONDS. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND THAT WOULD HAVE RESULTED IN THE ACDNT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN PROPER ALTITUDE. DARKNESS AND ADVERSE WEATHER CONDITIONS WERE RELATED FACTORS.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - SNOW
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/04/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2500 hours (Total, all aircraft), 40 hours (Total, this make and model), 2450 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N302SC
<b>Model/Series:</b>	PA-31 PA-31	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31-8275004
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	11/13/1989, 100 Hour	<b>Certified Max Gross Wt.:</b>	9050 lbs
<b>Time Since Last Inspection:</b>	55 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	9266 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	PT6A-11
<b>Registered Owner:</b>	SOUTHCENTRAL AIR	<b>Rated Power:</b>	500 hp
<b>Operator:</b>	SOUTHCENTRAL AIR	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	SOCA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ANC, 144 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1751 AST	Direction from Accident Site:	240°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2° C / -3° C
Precipitation and Obscuration:			
Departure Point:	KENAI, AK (ENA)	Type of Flight Plan Filed:	IFR
Destination:	BELUGA, AK (BLG)	Type of Clearance:	IFR
Departure Time:	1745 AST	Type of Airspace:	Class G

## Airport Information

Airport:	BELUGA (BLG)	Runway Surface Type:	Gravel
Airport Elevation:	130 ft	Runway Surface Condition:	Snow--compacted; Snow--dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## 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:	10/08/1992
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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