



# Aviation Investigation Final Report

<b>Location:</b>	DEADHORSE, Alaska	<b>Accident Number:</b>	ANC84LA086
<b>Date &amp; Time:</b>	June 8, 1984, 17:12 Local	<b>Registration:</b>	N4206L
<b>Aircraft:</b>	DOUGLAS C-118A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Non-scheduled		

## Analysis

THE ACFT STRUCK A NON-DIRECTIONAL RADIO BEACON TOWER WHILE ON AN ILS DME RWY 05 INSTRUMENT APPROACH TO THE KUPARAK OIL FIELD AIRPORT. INVESTIGATION REVEALED THAT WX ISSUED TO THE ACFT INCLUDED AN INDEFINITE 200 FT SKY OBSCURED CONDITION & VISIBILITY OF 1 1/4 MILES. BOTH THE CAPTAIN & CO-PLT STATED THAT THEY COULD SEE THE OTHER END OF THE RWY. THE DECISION HEIGHT FOR THE APPROACH IS 316 FT MSL; THE ANTENNA HEIGHT WAS 35 FT, AT THIS POINT THE ACFT SHOULD BE 250 FT ABOVE THE GROUND AND OVER THE NON-DIRECTIONAL BEACON TOWER. INVESTIGATION DID REVEAL THAT THE TOWER USED TO BE LOCATED 2800 FT OFF THE APPROACH END OF RWY 05, BUT WAS MOVED TO 1775 FT FROM THE APPROACH END OF RWY 05. EXISTING APPROACH PLATES DID NOT DISPLAY THE NEW LOCATION OF THE ANTENNA OR THE FACT THAT THE ANTENNA WAS ONE FT HIGHER THAN THE MAXIMUM AUTHORIZED BY THE FCC.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

## Findings

1. WING,SKIN - PENETRATED
2. (C) IFR PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
3. (C) DECISION HEIGHT - DISREGARDED - PILOT IN COMMAND
4. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. (F) INADEQ SUBSTANTIATION PROCESS,INADEQ DOCUMENTATION - COMPANY/OPERATOR MGMT
6. OBJECT - APPROACH LIGHT/NAVAID

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 19, 1984
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DOUGLAS	<b>Registration:</b>	N4206L
<b>Model/Series:</b>	C-118A C-118A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	43709
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	96
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	100000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	4 Reciprocating
<b>Airframe Total Time:</b>	28778 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>		<b>Engine Model/Series:</b>	R-2800CB16/17
<b>Registered Owner:</b>	NORTHERN AIR CARGO, INC.	<b>Rated Power:</b>	2400 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown / 200 ft AGL	<b>Visibility</b>	1 miles
<b>Lowest Ceiling:</b>	200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	2°C / 2°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	ANCHORAGE , AK (ANC )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	14:20 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	KUPARAK UUK	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	67 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	5	<b>IFR Approach:</b>	ILS
<b>Runway Length/Width:</b>	6000 ft / 130 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	3 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	64.809738,-147.720657(est)

## Administrative Information

**Investigator In Charge (IIC):** Kobelnyk, George

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=4300>

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