



# Aviation Investigation Final Report

<b>Location:</b>	PALMER, Alaska	<b>Accident Number:</b>	ANC95LA007
<b>Date &amp; Time:</b>	October 19, 1994, 14:00 Local	<b>Registration:</b>	N97821
<b>Aircraft:</b>	STINSON 108-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT WAS LANDING A TUNDRA TIRE EQUIPPED AIRPLANE ON A GLACIER TO PICK UP HUNTING EQUIPMENT. THIS WAS A RETURN FLIGHT TO AN AREA WHERE THE PILOT HAD LANDED PREVIOUSLY. UPON LANDING, THE PILOT REALIZED THAT 6 TO 8 INCHES OF NEW SNOW WAS COVERING THE LANDING AREA. DURING THE LANDING ROLL, THE AIRPLANE NOSED OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF UNSUITABLE TERRAIN FOR LANDING. SNOW COVERED TERRAIN IN THE LANDING AREA WAS A FACTOR IN THE ACCIDENT.

## Findings

Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

## Factual Information

On October 19, 1994, at 1400 Alaska daylight time, a wheel equipped Stinson, 108-2 airplane, N97821, registered to and operated by the pilot, nosed over during landing at the base of the Marcus Baker Glacier located near Palmer, Alaska. The personal flight departed Birchwood, Alaska, and the destination was the accident site. No flight plan was filed and visual meteorological conditions prevailed. The pilot, the sole occupant, was not injured and the airplane was substantially damaged.

According to the pilot, he was returning to the site to pick up some hunting gear. He stated that upon landing he realized that there was at least 6 to 8 inches of new snow on the landing area. His tire size was 900 X 6. During the landing roll the airplane nosed over onto its back.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 28, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	430 hours (Total, all aircraft), 260 hours (Total, this make and model), 415 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N97821
<b>Model/Series:</b>	108-2 108-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	108-2-1124
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	270 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	6A4-165
<b>Registered Owner:</b>	DESSELLE, LESTER J.	<b>Rated Power:</b>	165 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<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>	Clear	<b>Visibility</b>	60 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BIRCHWOOD , AK (Z15)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	M.BAKER GLACIER, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	61.619228,-148.979644(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	GERALD PATTERSON; ANCHORAGE , AK
<b>Original Publish Date:</b>	June 29, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=2607">https://data.nts.gov/Docket?ProjectID=2607</a>

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