



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC90LA030
Date & Time:	January 19, 1990, 18:06 Local	Registration:	N551C
Aircraft:	STINSON 108-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT TOOK OFF AT NIGHT ON A LOCAL PROFICIENCY FLT. HE RPRTD THAT WHILE IN THE TRAFFIC PATTERN TO PRACTICE LANDINGS, THE ACFT ENCOUNTERED TURBULENCE & WIND SHEAR. DURING THE 2ND LANDING, THE ACFT TOUCHED DOWN IN SNOW JUST SHORT OF THE RWY & NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED HIS DISTANCE AND ALTITUDE TO THE RUNWAY ON FINAL APPROACH, AND FAILED TO ATTAIN THE PROPER TOUCHDOWN POINT. FACTORS RELATED TO THE ACCIDENT WERE: DARK NIGHT, UNFAVORABLE WIND WIND CONDITIONS AND SNOW COVERED TERRAIN.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
4. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) TERRAIN CONDITION - SNOW COVERED

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	48, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 18, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1513 hours (Total, all aircraft), 1442 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N551C
Model/Series:	108-3 108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1083551
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	165
Registered Owner:	UNKNOWN	Rated Power:	165 Horsepower
Operator:	SOMEVILLE, JAMES	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	40 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	18:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	MERRILL MRI	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft msl	Runway Surface Condition:	Ice
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3999 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.219768,-149.849182(est)

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date: June 28, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5336>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).