



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FORT GREELY, AK	<b>Accident Number:</b>	ANC91LA045
<b>Date &amp; Time:</b>	04/01/1991, 2025 AST	<b>Registration:</b>	N464C
<b>Aircraft:</b>	STINSON 108	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

AFTER BECOMING LOST ON A VFR CROSS COUNTRY FLIGHT, THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING ON THE FROZEN TUNDRA. AFTER TOUCHDOWN, THE AIRPLANE NOSED OVER ON ITS BACK ON THE SNOW COVERED TUNDRA.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: UNSUITABLE TERRAIN SELECTED BY THE PILOT FOR A PRECAUTIONARY LANDING.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. BECAME LOST/DISORIENTED
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	37, 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>	Seatbelt
<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 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/24/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	155 hours (Total, all aircraft), 65 hours (Total, this make and model), 101 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N464C
<b>Model/Series:</b>	108 108	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1083464
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	09/21/1990, Annual	<b>Certified Max Gross Wt.:</b>	2230 lbs
<b>Time Since Last Inspection:</b>	30 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2066 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470-K
<b>Registered Owner:</b>	RAYMOND J. GOGLIA	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	RAYMOND J. GOGLIA	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-9° C
Precipitation and Obscuration:			
Departure Point:	GULKANA, AK (GKN)	Type of Flight Plan Filed:	None
Destination:	ANCHORAGE, AK (MRI)	Type of Clearance:	None
Departure Time:	1715 AST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	James Michelangelo	Report Date:	05/07/1993
Additional Participating Persons:	FSDO-01; FAIRBANKS, AK		
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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).