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I arrived at the Kotzebue Park Offices Monday, 15 April at approximately 0700, reviewed and updated my ORM and called Denali Dispatch to file my flight plan.

I drove my 4-wheeler to the hangar, completed pre-flight inspection of the plane, moved it out of the hangar. Start, warm-up, ATIS, Engine run-up then stopped short of road crossing between FWS hangar and RW 18/30 called Denali Dispatch for AFF check (positive), and taxi--I called Kotzebue Radio for traffic and advised I would back-taxi 18 for T/O 18, depart south. T/O checks back taxi 18, in position--pushed throttle at approximately 0803.

Approximately 50 minutes into the flight:

Flying approximately 8 miles east of Serpentine Hot Springs/ CIVED intersection, under ceiling estimated at 1900 MSL, with approximately 3 miles visibility, with good ground references recognized that near ahead at, estimated 1.5 miles, ceiling lowered significantly. I looked down at aircraft Garmin 750 screen to check selected waypoint to ensure CIVED was active. When I looked back up and forward realized that I was inadvertent IMC. I felt immediately that I might possibly be disoriented (I sensed that I was wings level with stable speed and altitude), I looked at attitude gyro and found that I was in fact wings level, approximately 105 KIAS, and so I believed that I was not seriously disoriented---I did not note my altitude. I did not consciously evaluate situation further but began a right level turn intending to complete a 180-degree standard rate turn hoping to return to VMC. I did note that I had established a standard rate turn based on the turn rate indicator, but then impacted. I do not recall the impact or anything else until I regained consciousness and found that I was alive and was hanging upside-down in the harness.

Terrain at the mishap site is medium hills with a peak at 2066' to the north of my original flightpath.

The following details are not necessarily in the exact order that they occurred as I do not have confidence in my recollection of time or order.

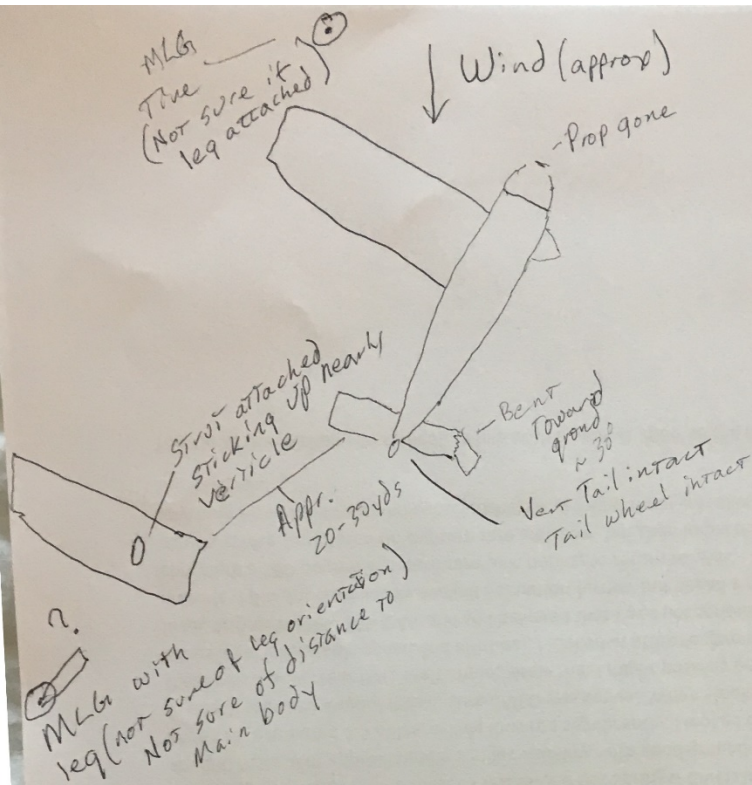
I was unconscious and have no recollection of the impact, or of events for many minutes after. When I regained consciousness, I found that I was hanging in the harness and was bleeding from somewhere on my face. It took some moments there before I had a usable understanding of my situation. I reached for the lap-belt release but immediately stopped, thought of lessons learned in training, realized that I needed to guard myself from falling on my head, I then used my left arm to press against overhead while releasing restraint system. I fell to the overhead and found myself somewhat restricted by the front seats. I had to contort my body a bit and could not reach the door handle. I half laid down and got behind the front seats. Once there I realized that the electrical power was on. I looked for and found the fuel firewall valve knob and pulled it. Then I pulled the mixture to shutoff, Then I found the battery/Alternator switch and turned it off, then the ignition key and turned it off and put the keys in my jacket pocket.

I sat there for a time looking around the cabin. I smelled fuel but it was not overly strong. I found a clean canopy cleaning cloth and tried to reduce the bleeding from my face. I untied the generator to move it out of the way. I took a corner of the cargo net off the tie down and pulled the tent out of the aft baggage area. I was going to get out and set up the tent.

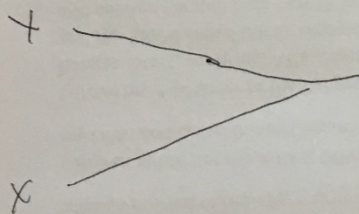
I had trouble getting to the door handle and had to push the pilot seat back forward to operate the handle to open the door. It opened with a little extra force needed because it was partly buried in snow. I crawled out, while on my knees I pulled the generator out and the tent. I stood and looked left and right and realized that the plane was in several pieces. the wind was blowing hard and the snow appeared to be blown nearly horizontally from the nose of the fuselage towards the tail. Realizing that I could not set up the tent in those conditions I put the generator and the tent back in the plane, then crawled back in myself. The remainder of the events have been recorded during an interview with the NTSB, Aviation Accident Investigator Noreen Price.

Stopped to rest date: 19 April 2019 time: 1245. RPDolan

(See drawing of site next page, go to last page for photo taken with iPhone of signature page of NTSB Form 6120)



AF C-130
Crew told me
that Wind at
alt from 330.



Hiking down slope with
AF PJ saw what appear to
be smaller parts that likely
are from plane. Not sure of
direction from main body due
to white-out conditions.

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report 04/19/2019 Name of Pilot/Operator: Richard Patrick Dolan
mm/dd/yyyy Signature: [Redacted]
-- or -- ☐ Check here to electronically sign this document

If a Person Other than Pilot/Operator is Filing Report

Name: _____ Title: _____
Signature: _____
-- or -- ☐ Check here to electronically sign this document

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NTSB Accident/Incident No.	Reviewed by NTSB Regional Office	Name of Investigator	Date Report Received
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