



Aviation Investigation Final Report

Location:	Port Alsworth, Alaska	Accident Number:	ANC22LA071
Date & Time:	September 2, 2022, 19:35 Local	Registration:	N5847X
Aircraft:	Stinson 10A	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he decided to land with a tailwind to avoid landing into the setting sun. The remote site he was landing at was approximately 800 ft long. He said that his touchdown speed was “fast” and when the airplane touched down, it bounced back into the air. He attempted a go-around, but the airplane “did not build speed back up,” at the end of the strip he opted to reduce engine power. The airplane subsequently landed in rough terrain and nosed over, which resulted in substantial damage to the rudder. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's delayed decision to execute a go-around maneuver while landing with a tailwind into a short strip, which resulted in a runway overrun and subsequent loss of control.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Tailwind - Decision related to condition

Factual Information

History of Flight

Landing	Landing area overshoot (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	23, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	November 3, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 10, 2022
Flight Time:	1317.6 hours (Total, all aircraft), 113.2 hours (Total, this make and model), 1233.2 hours (Pilot In Command, all aircraft), 225.5 hours (Last 90 days, all aircraft), 75.9 hours (Last 30 days, all aircraft), 3.4 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Right
Other Aircraft Rating(s):	Restraint Used: Unknown
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N5847X
Model/Series:	10A	Aircraft Category:	Airplane
Year of Manufacture:	1941	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7896
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	June 10, 2022 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1848 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PALJ,260 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	18:50 Local	Direction from Accident Site:	143°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	40 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.19 inches Hg	Temperature/Dew Point:	16°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Port Alsworth, AK (TPO)	Type of Flight Plan Filed:	None
Destination:	Port Alsworth, AK	Type of Clearance:	VFR;Traffic advisory
Departure Time:	19:06 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	60.385911,-154.59083

Administrative Information

Investigator In Charge (IIC):	Ward, Mark
Additional Participating Persons:	Andrew Flack; FAA; AK
Original Publish Date:	December 8, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105871

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).