



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Cordova, AK	<b>Accident Number:</b>	ANC15CA013
<b>Date &amp; Time:</b>	03/01/2015, 1120 AKS	<b>Registration:</b>	N4449P
<b>Aircraft:</b>	STINSON 108	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot was landing on a beach in his tailwheel equipped airplane. During the landing, the pilot lost control of the airplane and ground looped, sustaining substantial damage to the left wing. The pilot stated there were no preaccident mechanical anomalies 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 loss of directional control during landing, resulting in a collision with terrain.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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### Pilot Information

Certificate:	Private	Age:	54
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	02/01/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	01/27/2014
Flight Time:	85 hours (Total, all aircraft), 24 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	STINSON	Registration:	N4449P
Model/Series:	108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1083565
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2261 Hours	Engine Manufacturer:	Franklin
ELT:	Not installed	Engine Model/Series:	6A4-165-B3
Registered Owner:	Irving, Mark	Rated Power:	hp
Operator:	Irving, Mark	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PACV, 31 ft msl	Observation Time:	1953 UTC
Distance from Accident Site:	23 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	71°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	4°C / 1°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.43 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CORDOVA, AK (CKU)	Type of Flight Plan Filed:	
Destination:	Cordova, AK (CKU)	Type of Clearance:	Unknown
Departure Time:	AKS	Type of Airspace:	Class G

## Airport Information

Airport:	CORDOVA MUNI (CKU)	Runway Surface Type:	Dirt
Airport Elevation:	12 ft	Runway Surface Condition:	Unknown
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Unknown

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	David S Williams	Adopted Date:	07/08/2015
Additional Participating Persons:	Kim McCartney; FAA; Anchorage, AK		
Publish Date:	07/08/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90859">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90859</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.