



Aviation Investigation Final Report

Location:	Palmer, Alaska	Accident Number:	ANC23LA028
Date & Time:	April 4, 2023, 09:00 Local	Registration:	N5644W
Aircraft:	Maule M-5-235C	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot reported that, while landing on the 1,300 ft. long, gravel-covered runway, he inadvertently touched down with excess airspeed and did not have enough braking action to stop the airplane. The airplane subsequently impacted a snow berm at the end of the airstrip and nosed over which resulted in substantial damage to the left-wing struts. The pilot stated that there were no preaccident mechanical failures or malfunctions 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 excess airspeed into a short strip, which resulted in a runway overrun and subsequent loss of control.

Findings

Aircraft	Airspeed - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	79,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:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	January 4, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 3, 2016
Flight Time:	3518 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3518 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N5644W
Model/Series:	M-5-235C	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7350C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 9, 2021 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	24 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2664 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540 SER
Registered Owner:	On file	Rated Power:	235 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:	PAAQ,233 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	93°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.83 inches Hg	Temperature/Dew Point:	1°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (LHD)	Type of Flight Plan Filed:	None
Destination:	Palmer, AK	Type of Clearance:	VFR
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Wick Air 14AK	Runway Surface Type:	Gravel
Airport Elevation:	300 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1300 ft / 80 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.599631,-149.24824

Administrative Information

Investigator In Charge (IIC): Ward, Mark

Additional Participating Persons: Tony Bockelman; FAA

Original Publish Date: July 27, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=107018>

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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](#).