



## RECORD OF CONVERSATION

**Noreen Price**  
**Aviation Accident Investigator**  
**Alaska Regional Office**

---

**Date: September 26, 2019**  
**Persons Contacted: Michael Beckwith, pilot**  
**NTSB Accident Number: ANC19TA055 N6533M Stinson 108**

---

**Narrative:** Mr. Beckwith was the pilot in command of a Stinson 108 airplane that had an accident on September 25, 2019, about 1900, on a back country airstrip by the McArthur River near Tyonek, Alaska. This is a summary of his statements.

- Mr. Beckwith stated that he and his brother Kevin Beckwith were finishing up a hunting trip and leaving a camp site on the McArthur River and destined for Soldotna. They were loaded with 80 lbs of camping gear, about half full wing fuel tanks, and nothing more. He could not remember the exact takeoff weight, but knew it was light. He had operated at this landing site many times before.
- On the day of the accident, the winds were 20-30 knots from the west, directly down the airstrip. The strip was about 1,000 feet long and varied in width.
- He performed a short field takeoff to the west, with 1 notch of flaps extended. About 50 feet of altitude, at tree top level, the left wing dropped rapidly, and he lost control of the airplane. It descended down into trees and came to rest about 50 yards beyond the airstrip.
- After the impact, he and his brother were able to egress from the airplane and call for rescue with his satellite phone. He sustained broken ribs and hurt back, and his brother had minor injuries. An AK RCC helicopter picked them both up about 2200 and delivered them to the hospital. They were each released early the next morning.
- Mr. Beckwith stated that there were no mechanical issues with the airplane and no unusual sounds, or a loss of power were experienced during the takeoff or climb out.
- He stated that he believed that the headwind diminished as he climbed out at a slow Vx airspeed, which resulted in reduced airflow over the wings and an aerodynamic stall.
- The airplane sustained extensive damage to the wings and fuselage.
- Mr. Beckwith does have hull insurance on the airplane.