National Transportation Safety Board
Aviation Accident Data Summary

Location: DILLINGHAM, AK
Date & Time: 05/01/1996, 1200 AKD
Aircraft: Cessna 170
Flight Conducted Under: Part 91: General Aviation - Business

Probable Cause
The National Transportation Safety Board determines the probable cause(s) of this accident to be: rotation (slippage) of the tire on the rim, and shearing of the valve stem, which allowed the rim to contact the ground and then separate.

Findings
Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAXI - FROM LANDING
Findings
1. (C) LANDING GEAR, TIRE - SHEARED

Pilot Information

<table>
<thead>
<tr>
<th>Certificate:</th>
<th>Commercial</th>
<th>Age:</th>
<th>33</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airplane Rating(s):</td>
<td>Single-engine Land; Single-engine Sea</td>
<td>Instrument Rating(s):</td>
<td>Airplane</td>
</tr>
<tr>
<td>Other Aircraft Rating(s):</td>
<td>None</td>
<td>Instructor Rating(s):</td>
<td>None</td>
</tr>
<tr>
<td>Flight Time:</td>
<td>2700 hours (Total, all aircraft), 60 hours (Total, this make and model), 2650 hours (Pilot In Command, all aircraft), 136 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Aircraft and Owner/Operator Information

<table>
<thead>
<tr>
<th>Aircraft Make:</th>
<th>Cessna</th>
<th>Registration:</th>
<th>N1828C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model/Series:</td>
<td>170 170</td>
<td>Engines:</td>
<td>1 Reciprocating</td>
</tr>
<tr>
<td>Operator:</td>
<td>PAUL HORN</td>
<td>Engine Manufacturer:</td>
<td>Lycoming</td>
</tr>
<tr>
<td>Operating Certificate(s) Held:</td>
<td>None</td>
<td>Engine Model/Series:</td>
<td>O-360</td>
</tr>
<tr>
<td>Flight Conducted Under:</td>
<td>Part 91: General Aviation - Business</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Meteorological Information and Flight Plan

<table>
<thead>
<tr>
<th>Conditions at Accident Site: Visual Conditions</th>
<th>Condition of Light: Day</th>
<th>Observation Facility, Elevation: 0 ft msl</th>
<th>Weather Information Source: Witness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lowest Ceiling: None / 0 ft agl</td>
<td>Wind Speed/Gusts, Direction: Calm / Variable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperature: 4°C</td>
<td>Visibility</td>
<td>50 Miles</td>
<td></td>
</tr>
<tr>
<td>Precipitation and Obscuration:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Departure Point: TOGIAK, AK (TOG)</td>
<td>Destination: , AK (DLG)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Airport Information

<table>
<thead>
<tr>
<th>Airport:</th>
<th>DILLINGHAM (DLG)</th>
<th>Runway Surface Type: Asphalt</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway Used:</td>
<td>1</td>
<td>Runway Surface Condition: Dry</td>
</tr>
<tr>
<td>Runway Length/Width:</td>
<td>6404 ft / 150 ft</td>
<td></td>
</tr>
</tbody>
</table>

Wreckage and Impact Information

| Crew Injuries:         | 1 None                  | Aircraft Damage: Substantial |
|------------------------|-------------------------|                             |
| Passenger Injuries:    | 1 None                  | Aircraft Fire: None         |
| Ground Injuries:       | N/A                     | Aircraft Explosion: None    |
| Latitude, Longitude:   |                         |                             |

Administrative Information

<table>
<thead>
<tr>
<th>Investigator In Charge (IIC): GEORGE KOBELNYK</th>
<th>Adopted Date: 02/01/1997</th>
</tr>
</thead>
</table>
| Investigation Docket:                         | NTSB accident and incident docket serve as permanent archival information for the NTSB’s investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB’s Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/.

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.