National Transportation Safety Board
Aviation Accident Data Summary

Location:	SAND POINT, AK	**Accident Number:**	ANC95TA067
Date & Time:	06/02/1995, 1940 AKD	**Registration:**	N125FG
Aircraft:	PIPER PA-18-150	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE PILOT REPORTED HE HAD LANDED THE 29' TUNDRA TIRE EQUIPPED TAIL WHEEL AIRPLANE ON THE HARD SURFACED RUNWAY AND WAS SLOWING TO TAXI SPEED WHEN THE AIRPLANE SUDDENLY VEERED TO THE RIGHT. HE APPLIED FULL LEFT BRAKE AND RUDDER, BUT WAS UNABLE TO STRAIGHTEN THE AIRPLANE BEFORE THE LEFT MAIN LANDING GEAR COLLAPSED. SUBSEQUENT EXAMINATION OF THE TAILWHEEL STEERING MECHANISM FOUND THE ANTI-CASTORING LIMITS WERE BELOW THE MANUFACTURER'S RECOMMENDED BREAK FREE FORCE, WHICH ALLOWED THE AIRPLANE TO TURN FASTER AND MORE FREELY TO THE RIGHT THAN COMMANDED BY THE RUDDER CONTROL INPUTS. CONVERSATIONS WITH PILOTS WHO HAVE EXTENSIVE EXPERIENCE WITH TUNDRA TIRES DISCLOSED THAT AIRPLANES SO EQUIPPED ARE MUCH MORE DIFFICULT TO HANDLE ON HARD SURFACED RUNWAYS THAN AIRPLANES WITH CONVENTIONAL TIRES.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The premature castoring of the tailwheel steering mechanism. A factor associated the accident is the added degree of difficulty in handling airplanes equipped with oversize 'tundra' tires.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings
1. (C) LANDING GEAR,TAILWHEEL LOCK - UNLATCHED
2. (F) DIRECTIONAL CONTROL - DIMINISHED
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Airline Transport; Flight Instructor	**Age:**	37
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	Airplane Single-engine
Flight Time:	2450 hours (Total, all aircraft), 85 hours (Total, this make and model), 2290 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	**Registration:**	N125FG
Model/Series:	PA-18-150 PA-18-150	**Engines:**	1 Reciprocating
Operator:	STATE OF ALASKA	**Engine Manufacturer:**	LYCOMING
Operating Certificate(s) Held:	None	**Engine Model/Series:**	O-320-A2B
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Day
Observation Facility, Elevation:	, 0 ft msl	**Weather Information Source:**	Pilot
Lowest Ceiling:	None / 0 ft agl	**Wind Speed/Gusts, Direction:**	5 knots / , 310°
Temperature:	10°C	**Visibility**	20 Miles
Precipitation and Obscuration:			
Departure Point:	PORT MOLLER, AK	**Destination:**	(SDP)

Airport Information

Airport:	SAND POINT (SDP)	**Runway Surface Type:**	Asphalt
Runway Used:	31	**Runway Surface Condition:**	Dry
Runway Length/Width:	4000 ft / 150 ft		

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

Investigator In Charge (IIC):	JAMES D LA BELLE	**Adopted Date:**	11/08/1995
Investigation Docket:	NTSB accident and incident dockets 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/.		