



National Transportation Safety Board Aviation Accident Final Report

Location:	DILLINGHAM, AK	Accident Number:	ANC96LA067
Date & Time:	05/01/1996, 1200 AKD	Registration:	N1828C
Aircraft:	Cessna 170	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

After completing a fish spotting flight, the pilot landed the airplane at the Dillingham Airport. While taxiing back from landing, the pilot applied the brakes. During the deceleration, a tire rotated on the rim shearing the valve stem. The tire and portions of the rim separated from the landing gear and the airplane's wingtip dragged the ground. The airplane was equipped with 8:50 size tires.

Probable Cause and Findings

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

Factual Information

On May 1, 1996, at 1200 Alaska daylight time, a wheel equipped Cessna 170 airplane, N1828C, registered to and operated by the pilot, lost a tire while taxiing after landing and dragged a wingtip at the Dillingham Airport, Dillingham, Alaska. The business flight, operating under 14 CFR Part 91 for the purpose of fish spotting, departed Togiak, Alaska, and the destination was Dillingham. No flight plan was filed and visual meteorological conditions prevailed. The certificated commercial pilot, the sole occupant, was not injured and the airplane received substantial damage.

During a telephone conversation with the pilot on May 4, 1996, he stated that after landing, while taxiing to the ramp and applying the brakes, the tire rotated on the rim and sheared off the valve stem. The tire and rim then separated from the landing gear and the wingtip dragged the ground.

According to the NTSB form 6120.1/2, submitted by the pilot, he stated that the bonding failed and the rim separated. He did not submit the rim for examination. The airplane was equipped with 8:50 size tires.

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/30/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1828C
Model/Series:	170 170	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	25972
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	04/30/1996, Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	ERNEY SISOFF	Rated Power:	180 hp
Operator:	PAUL HORN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	TOGIAK, AK (TOG)	Type of Flight Plan Filed:	None
Destination:	, AK (DLG)	Type of Clearance:	VFR
Departure Time:	1100 ADT	Type of Airspace:	Class E

Airport Information

Airport:	DILLINGHAM (DLG)	Runway Surface Type:	Asphalt
Airport Elevation:	86 ft	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	6404 ft / 150 ft	VFR Approach/Landing:	Full Stop

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
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	02/01/1997
Additional Participating Persons:	PEYTON STARR; ANCHORAGE, AK		
Publish Date:			
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.nts.gov/pubdms/ .		

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