

National Transportation Safety Board
490 L'Enfant Plaza, SW,
Washington DC. 20594

Kevin Wayman
Captain GCSA Airlines



December 8, 2022

This is a *Petition for Reconsideration*.

To All Concerned,

As the pilot of this accident, I am formally disputing the written report, as written, by **NTSB** on accident # **WPR20CA298**, on aircraft #**N186GC**, that occurred on **September 7, 2020**, at Bar Ten Ranch 1Z1, Whitmore AZ.

As stated in my initial accident report, (attached Document #1), I had a left main tire failure on landing, (See attached pictures, #1-3). In your report of the accident, it fails to state the fact for the cause of the accident was mechanical failure. Instead, in your report it states, "it is the pilot's loss of directional control during landing", with no mention of flat tire and/or that the runway is only 35 feet wide.

There is video of this accident (see attached video of landing) that was taken by a passenger whom was in right first row seat, and shooting forward around front seat. This video shows the entire approach and landing until the airplane came to a complete stop. This video clearly shows the events of the landing/accident. On the video you can distinctly hear the main wheels and nose wheel touchdown perfectly normal. You then hear the left main tire go flat with the thudding noise of a flat tire. The video and audio clearly shows after the left main goes flat that the aircraft begins moving to the left and off the runway.

My Chief Pilot, Craig Sanderson, ([REDACTED]), investigated the scene and took photographic evidence of tire tracks showing that the left main tire went flat without adverse action by myself and that the airplane did not pull left off the runway until after the tire was flat. This is shown by the tire markings on the runway that show a double track characteristic of a flat tire (attached pictures #). The tire track markings show lines on the runway moving into the dirt as the flat tire pulled me off the left side of the runway.

I am also submitting a photograph taken by Chad Miller, the Director of Maintenance, at the time, showing the valve stem of the left main tube sheared off, (attached picture #4). It seems that possible slippage of the main tire sheared the valve stem and pulled it into the wheel assembly. As I understand it, an FAA inspector was with Chad Miller when the wheel assembly was disassembled for inspection, (attached Document #2).

Again, I am sending a copy of the video, photos and the FAA report. My supervisor, Chief Pilot Craig Sanderson informed me that he will provide further documentation, of his investigation that cleared me of wrong doing, upon request.

I have gathered this evidence to dispute the claim by your report. As written, your report reads that I, the pilot, was the cause for this accident. Your report seems to claim that I drove the airplane off the runway and impacted terrain causing the accident. The report fails to mention that mechanical failure of the main tire/tube as the primary cause of the accident that subsequently caused the pilot to lose directional control during landing.

Also noted; at this time I am still working, as a pilot, for Grand Canyon Airlines.

Thank you for your time and attention to these details. I hope to hear from you soon with a revised report.

Sincerely,
Kevin A. Wayman

A handwritten signature in blue ink is written over a large black rectangular redaction box at the bottom of the page.







