



Aviation Investigation Final Report

Location:	KOTZEBUE, Alaska	Accident Number:	ANC97LA144
Date & Time:	September 2, 1997, 17:00 Local	Registration:	N185QB
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing the tailwheel-equipped airplane in a remote area. The airplane was equipped with oversize tundra type tires inflated to about 12 PSI. An adhesive, applied between the main wheel rim and the tire, helps to prevent the tire from rotating independent of the wheel. The pilot indicated that during the landing roll on grassy terrain, the right tire rotated away from the wheel rim. The tire deflated and began vibrating. The right main landing gear then collapsed, and the right wing struck the ground.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The collapse/deflation of the right main tire when the tire slipped on the tire wheel rim which resulted in the collapse of the right main landing gear due to overload.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,TIRE - SLIPPED
2. (C) LANDING GEAR,TIRE - COLLAPSED

Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On September 2, 1997, about 1700 Alaska daylight time, a tundra tire equipped Cessna 185, N185QB, crashed during landing at a remote area, about 30 miles north of Kotzebue, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane, operated by the pilot, sustained substantial damage. The certificated airline transport pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed.

A Federal Aviation Administration (FAA) inspector, Fairbanks Flight Standards District Office (FSDO), reported the airplane was damaged during landing along the Squirrel River.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September, 9, 1997, at 1048, the pilot reported the airplane touched down in a grassy area. The airplane was equipped with oversize tires inflated to about 12 PSI. An adhesive, applied between the main wheel rim and the tire, helps to prevent the tire from rotating independent of the wheel. The pilot indicated that during the landing roll, the right tire rotated away from the wheel rim. The tire deflated and began vibrating. The right main landing gear then collapsed, and the right wing struck the ground.

The pilot did not return a pilot/operator report (NTSB report 6120.1/2).

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	34, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 3, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185QB
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-0131
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:	MICHAEL A. SPISAK	Rated Power:	300 Horsepower
Operator:	ALASKA ISLAND AIR	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	ALAC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	30 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, AK (OTZ)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	67.240699,-161.190063(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	DON NELSON; FAIRBANKS , AK
Original Publish Date:	November 6, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3064

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).