



# Aviation Investigation Final Report

<b>Location:</b>	Stevensville, Maryland	<b>Accident Number:</b>	ERA24LA112
<b>Date &amp; Time:</b>	February 7, 2024, 12:00 Local	<b>Registration:</b>	N39818
<b>Aircraft:</b>	Bellanca 17-30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during the approach to runway 29, the airplane was stable, and that the touchdown was “smooth”. The pilot described that the airplane handled as expected in flight and during the approach and that there was a wind from 010 degrees at 8 knots. After touchdown, as he lowered the nosewheel, the airplane made an uncontrolled turn to the left which he attempted to correct with full right rudder and right brake. The airplane struck a runway light before departing the runway and coming to rest in a ditch.

The wings and fuselage were substantially damaged. Postaccident examination of the airplane revealed no evidence of any preexisting mechanical defects with the rudder system controls or the nosewheel steering system. The nosewheel landing gear upper leg, lower drag strut, and right-hand lower steering rod were displaced and exhibited fractures consistent with overload as a result of impact damage. Based on this information, it is most likely that the pilot’s inadequate compensation for the prevailing crosswind from the right resulted in a loss of control during landing and the subsequent runway excursion.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain directional control of the airplane while landing with a crosswind.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Crosswind - Response/compensation

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Runway excursion

### Pilot Information

<b>Certificate:</b>	Flight instructor	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed None	<b>Last FAA Medical Exam:</b>	July 1, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 10, 2023
<b>Flight Time:</b>	2160 hours (Total, all aircraft), 400 hours (Total, this make and model), 1672 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N39818
<b>Model/Series:</b>	17-30 A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1972	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	73-30511
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 1, 2024 Annual	<b>Certified Max Gross Wt.:</b>	3325 lbs
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2676 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental Aerospace
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-K
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KW29,17 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	12:05 Local	<b>Direction from Accident Site:</b>	198°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.33 inches Hg	<b>Temperature/Dew Point:</b>	6°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Pottstown, PA (N47)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Stevensville, MD	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:20 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	BAY BRIDGE W29	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	14 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2713 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.976262,-76.329082(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Enders, Ryan
<b>Additional Participating Persons:</b>	Steve O'Rourke; FAA/FSDO; Baltimore, MD
<b>Original Publish Date:</b>	June 21, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=193777">https://data.ntsb.gov/Docket?ProjectID=193777</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).