



Aviation Investigation Final Report

Location:	Stevensville, Maryland	Accident Number:	ERA24LA112
Date & Time:	February 7, 2024, 12:00 Local	Registration:	N39818
Aircraft:	Bellanca 17-30	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Flight instructor	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	
Medical Certification:	BasicMed None	Last FAA Medical Exam:	July 1, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 10, 2023
Flight Time:	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

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

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](#).