



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Longville, Minnesota	Accident Number:	CEN23LA177
Date & Time:	May 4, 2023, 17:01 Local	Registration:	N8210R
Aircraft:	Bellanca 17-30A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during his landing roll the airplane encountered an unexpected wind shift with quartering tailwind gusts as he decelerated to about 45 miles per hour. The pilot had not yet retracted his flaps and lost directional control of the airplane. The airplane departed the left side of the runway, traversed through the grass, and came to rest in a swale, resulting in substantial damage to the fuselage and engine mount.

The pilot did not report any mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 during the landing roll with an unexpected windshift, which resulted in a runway excursion.

Findings

Environmental issues	Gusts - Contributed to outcome
Environmental issues	Sudden wind shift - Contributed to outcome
Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	60,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 23, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 6, 2021
Flight Time:	(Estimated) 475 hours (Total, all aircraft), 203 hours (Total, this make and model), 475 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N8210R
Model/Series:	17-30A	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30421
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 7, 2023 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3538 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-K1A
Registered Owner:	On file	Rated Power:	300 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:	KXVG, 1334 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	290°
Lowest Cloud Condition:	Few / 6500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 9500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 12 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.82 inches Hg	Temperature/Dew Point:	21°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Detroit Lakes, MN (KDTL)	Type of Flight Plan Filed:	None
Destination:	Longville, MN	Type of Clearance:	None
Departure Time:	15:40 Local	Type of Airspace:	Class E

Airport Information

Airport:	LONGVILLE MUNI XVG	Runway Surface Type:	Asphalt
Airport Elevation:	1336 ft msl	Runway Surface Condition:	
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3549 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	46.990259,-94.20449

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	Dan Sindt; FAA FSDO; Minneapolis, MN
Original Publish Date:	June 29, 2023
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=122568

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](#).