



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Baltimore, Maryland	<b>Accident Number:</b>	ERA23LA389
<b>Date &amp; Time:</b>	September 3, 2023, 12:50 Local	<b>Registration:</b>	N74TR
<b>Aircraft:</b>	Bellanca 17-30A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was attempting to land when the airplane bounced after touchdown and turned into the wind like a weathervane. The pilot aborted the landing, but as the airplane began to climb, it struck a taxiway light. The pilot thought he struck the left landing gear and contacted the control tower who confirmed that all three-landing gear appeared down and locked. The pilot was able to return to the airport and land without incident. Postaccident examination of the airplane revealed the left horizontal stabilizer was substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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 control of the airplane during the aborted landing, which resulted in a collision with a taxiway light.

## Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-aborted after touchdown</b>	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 6, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 24, 2023
<b>Flight Time:</b>	224 hours (Total, all aircraft), 224 hours (Total, this make and model), 224 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N74TR
<b>Model/Series:</b>	17-30A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	74-30713
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 10, 2023 Annual	<b>Certified Max Gross Wt.:</b>	3325 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4000 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	ANDERSON CHERCIAL	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMTN, 21 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:43 Local	Direction from Accident Site:	341°
Lowest Cloud Condition:	Few / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Thomson, GA (HQU)	Type of Flight Plan Filed:	VFR
Destination:	Baltimore, MD	Type of Clearance:	VFR
Departure Time:	09:00 Local	Type of Airspace:	Class D

## Airport Information

Airport:	MARTIN STATE MTN	Runway Surface Type:	Asphalt
Airport Elevation:	21 ft msl	Runway Surface Condition:	Dry
Runway Used:	15/33	IFR Approach:	None
Runway Length/Width:	6997 ft / 180 ft	VFR Approach/Landing:	Go around; Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.325661, -76.413756

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Read, Leah
<b>Additional Participating Persons:</b>	George Towers; FAA/FSDO; Baltimore, MD
<b>Original Publish Date:</b>	December 13, 2023
<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.nts.gov/Docket?ProjectID=193284">https://data.nts.gov/Docket?ProjectID=193284</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](#).