



# Aviation Investigation Final Report

<b>Location:</b>	Galveston, Texas	<b>Accident Number:</b>	CEN24LA152
<b>Date &amp; Time:</b>	April 5, 2024, 11:03 Local	<b>Registration:</b>	N9996V
<b>Aircraft:</b>	Bellanca 17-30A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that while in cruise flight he briefly had smoke in the cockpit. The smoke dissipated and after being cleared to land, the engine quit suddenly, and the propeller stopped rotating. He alerted the tower and immediately retracted the landing gear and flaps and established best glide airspeed. When landing was assured, he lowered the landing gear, but the right main landing gear did not extend. The right wing struck a runway light and was substantially damaged.

Post-accident examination by the mechanic who worked on the airplane a few days prior to the accident revealed that the safety wire he cut while performing a gasket replacement on the oil filter adapter had not been removed and replaced. It is likely that because the cut safety wire was not replaced and secured when the filter adapter gasket was replaced, the filter became loose during engine operation which allowed for engine oil to leak out resulting in the subsequent loss of engine power due to oil starvation.

## Probable Cause and Findings

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

Maintenance personnel's failure to properly secure the oil filter adapter when replacing the oil filter adapter gasket which resulted in the filter becoming loose, resulting in the loss of engine oil, and the subsequent total loss of engine power.

## Findings

<b>Aircraft</b>	(general) - Related maintenance info
<b>Personnel issues</b>	Installation - Maintenance personnel

## Factual Information

### History of Flight

<b>Enroute-cruise</b>	Fire/smoke (non-impact)
<b>Approach</b>	Loss of engine power (total) (Defining event)
<b>Landing</b>	Landing gear not configured
<b>Landing-landing roll</b>	Landing gear collapse

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, 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>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	March 29, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 30, 2023
<b>Flight Time:</b>	865 hours (Total, all aircraft), 799 hours (Total, this make and model), 777 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N9996V
<b>Model/Series:</b>	17-30A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1971	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30339
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 1, 2024 100 hour	<b>Certified Max Gross Wt.:</b>	3325 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3471.8 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-520-K
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<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>	14 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C / 18°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Pearland, TX (KLVJ)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Galveston, TX (KGLS)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Scholes International Airport at Galveston GLS	<b>Runway Surface Type:</b>	Asphalt;Concrete
<b>Airport Elevation:</b>	6 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6001 ft / 150 ft	<b>VFR Approach/Landing:</b>	Forced landing

## 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>	29.265333,-94.860417

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Aguilera, Jason
<b>Additional Participating Persons:</b>	Stephen Horacek; FAA; Houston, TX
<b>Original Publish Date:</b>	June 27, 2024
<b>Last Revision Date:</b>	June 28, 2024
<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=194058">https://data.nts.gov/Docket?ProjectID=194058</a>

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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](#).