



Aviation Investigation Final Report

Location:	Maurice, Iowa	Accident Number:	CEN23LA428
Date & Time:	August 30, 2023, 18:30 Local	Registration:	N14723
Aircraft:	Bellanca 17-31A	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 he was moving the airplane from a nearby airport to his residence and was landing on a road. He said that during the landing he used too much brake, lost directional control, and the airplane went off the left side of the road. The right wing struck a pole and the airplane sustained substantial damage to the right wing. The pilot stated that the airplane did not have a current annual inspection and when asked specifically if there were any mechanical problems with the airplane, he said there were none.

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.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Pole - Contributed to outcome
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	67,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:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 1000 hours (Total, all aircraft), 450 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N14723
Model/Series:	17-31A	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	74-32-144
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 26, 2006 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1453 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-540
Registered Owner:	On file	Rated Power:	290 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:	KLRJ, 1196 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	18:15 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	28°C / 16°C
Precipitation and Obscuration:			
Departure Point:	Maurice, IA (SXX)	Type of Flight Plan Filed:	None
Destination:	Maurice, IA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.965597,-96.235947

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Tony Will; FAA; Des Moines, IA
Original Publish Date:	February 29, 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=193537

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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](#).