



National Transportation Safety Board Aviation Accident Final Report

Location:	RUIDOSO, NM	Accident Number:	FTW97LA053
Date & Time:	12/01/1996, 0845 MST	Registration:	N39812
Aircraft:	Bellanca 17-30A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The private pilot lost directional control of the airplane approximately 200 feet after a 'smooth landing' on runway 24. The pilot reported that the airplane pulled to the left abruptly and control became erratic. After the airplane left the runway, the pilot attempted to abort the landing by adding power. He stated that the airplane became airborne, but he was unable to establish a positive climb rate, so he elected to reduce the power and land. The airplane crossed the runway and came to rest north of the runway. Examination of the airplane revealed that the left main landing gear tire was blown at the side wall. The pilot stated that the blown tire precipitated the initial loss of control. The passenger concurred with the pilot stating that 'the landing was very smooth.' The recorded winds at the airport, 8 minutes before the accident, were from 280 degrees at 8 knots. The pilot reported that the winds at the time of the accident were from 210 degrees at 8 gusting to 20 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain directional control during landing roll, and his delayed aborted landing. The gusty crosswind and blown left main tire were considered to be related factors.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (F) LANDING GEAR, TIRE - FAILURE
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND

Factual Information

On December 1, 1996, at 0845 mountain standard time, a Bellanca 17-30A airplane, N39812, was substantially damaged following a loss of control while landing near Ruidoso, New Mexico. The airplane was registered and operated by a private owner under Title 14 CFR Part 91. The private pilot and his passenger were not injured. Visual meteorological conditions prevailed for the 112 nautical miles cross country flight for which a flight plan was not filed. The personal flight originated from Santa Teresa, New Mexico, at 0800.

The pilot reported that his flare and touchdown on runway 24 at the Sierra Blanca Regional Airport, near Ruidoso, New Mexico, were uneventful. He added that during the landing roll, about 200 feet beyond the touch down point, the airplane "abruptly pulled to the left" and as he corrected with right rudder, the airplane swung hard to the right. The pilot further stated that the airplane veered to the left about 70 to 90 degrees crossing the runway. The pilot added that he added power in an attempt to abort the landing. The airplane became airborne but could not establish a positive climb rate, so the pilot elected to retard the throttle and control was lost as the airplane touched down the second time.

Examination of the airplane revealed structural damage to all 3 landing gears and both wings. The pilot reported that the left main gear tire was found blown at the side wall. The 600x6 tire had accumulated a total of 200 hours. The pilot stated that the blown tire precipitated the initial loss of control. The passenger concurred with the pilot stating that "the landing was very smooth."

The recorded winds at the airport, 8 minutes prior to the accident, were from 280 degrees at 8 knots. The pilot reported that the winds at the time of the accident were from 210 degrees at 8 knots, gusting to 20 knots.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/06/1996
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	400 hours (Total, all aircraft), 205 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N39812
Model/Series:	17-30A 17-30A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	73-30489
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3700 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1712 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-K
Registered Owner:	ARTHUR L. DANIEL JR.	Rated Power:	300 hp
Operator:	ARTHUR L. DANIEL JR.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SRR, 6811 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1030 MST	Direction from Accident Site:	60°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4° C / -10° C
Precipitation and Obscuration:			
Departure Point:	SANTA TERESA, NM (5T6)	Type of Flight Plan Filed:	None
Destination:	(SRR)	Type of Clearance:	None
Departure Time:	0815 MST	Type of Airspace:	Class G

Airport Information

Airport:	SIERRA BLANCA REGIONAL (SRR)	Runway Surface Type:	Asphalt
Airport Elevation:	6811 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	8100 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA	Report Date:	08/21/1997
Additional Participating Persons:	KERRY RAY; ALBUQUERQUE, NM		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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