



National Transportation Safety Board Aviation Accident Final Report

Location:	PAGOSA SPRINGS, CO	Accident Number:	FTW94LA024
Date & Time:	11/03/1993, 1446 MST	Registration:	N9516E
Aircraft:	BELLANCA BL17-31ATC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING LANDING ROLL, THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY AND THE RIGHT MAIN LANDING GEAR COLLAPSED. EXAMINATION OF THE AIRCRAFT PROVIDED NO EVIDENCE OF BRAKE OR STEERING MALFUNCTION OR FAILURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE BY THE PILOT IN COMMAND TO MAINTAIN CONTROL OF THE AIRCRAFT DURING LANDING ROLL.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

On November 3, 1993, at 1446 mountain standard time, a Bellanca BL17-31ATC, N9516E, was substantially damaged when the right main landing gear collapsed after the airplane departed the side of the runway at Stevens Field, Pagosa Springs, Colorado. The pilot and his passenger were not injured and the aircraft sustained substantial damage. Visual meteorological conditions prevailed and no flight plan was filed for this personal flight which departed from Plainview, Texas, at 1246 central standard time.

According to the pilot, the left brake locked during the landing roll and the aircraft went off the left side of the runway. The pilot said that during this excursion, the right main landing gear collapsed and the nose gear was distorted. The airframe sustained damage around the right main gear mount.

Examination of the aircraft by an Federal Aviation Administration inspector provided no evidence of a brake system malfunction. Examination of the runway provided witness marks of skidding of both main tires and scrubbing of the nose tire in a curve to the left.

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/02/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	471 hours (Total, all aircraft), 398 hours (Total, this make and model), 423 hours (Pilot In Command, all aircraft), 93 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N9516E
Model/Series:	BL17-31ATC BL17-31ATC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	76-31133
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/16/1993, Annual	Certified Max Gross Wt.:	3325 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1709 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TSIO-540-KIES
Registered Owner:	WEATHERS, ISAAC B.	Rated Power:	300 hp
Operator:	WEATHERS, ISAAC B.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	PLAINVIEW, TX (PVW)	Type of Flight Plan Filed:	None
Destination:	(2V1)	Type of Clearance:	None
Departure Time:	1246 CST	Type of Airspace:	Class G

Airport Information

Airport:	STEVENS FIELD (2V1)	Runway Surface Type:	Asphalt
Airport Elevation:	7700 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	9000 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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):	NORMAN F WIEMEYER,	Report Date:	08/01/1994
Additional Participating Persons:	RAY TOWLES; DENVER, CO		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).