



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Pell City, AL	<b>Accident Number:</b>	MIA03LA010
<b>Date &amp; Time:</b>	11/02/2002, 1530 CST	<b>Registration:</b>	N9558E
<b>Aircraft:</b>	Bellanca 17-30A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On November 2, 2002, about 1530 central standard time, a Bellanca BL-17-30A Viking, N9558E, registered to Burrus and Associates, Inc., operating as a Title 14 CFR Part 91 personal flight, sustained a runway excursion during landing at St. Cloud County Airport, Pell City, Alabama. Visual meteorological conditions prevailed and no flight plan was filed. The airplane received substantial damage, and the private-rated pilot, the sole occupant, was not injured. The flight originated from the same airport about 30 minutes before the accident.

According to the pilot, he made a normal approach at St. Cloud County Airport. He stated he, "Flared plane out a little high. Pulled back on yoke and it settled down. The minute the plane hit the ground, it shot off to the left. Pushed in right rudder to get control. At that time I was in the grass and the rudder had no control. I ran across a ditch. This is when landing gear and prop were damaged."

According to an FAA inspector, the pilot was landing on runway 02, lost directional control, and the aircraft exited the runway to the left, into the grass, and continued on, through a ditch, which sheared off the nose and main landing gear. His examination of the airplane revealed that there was no mechanical failure of the aircraft components or systems, and that the pilot failed to control the airplane on the active runway. Reported surface winds at 1553 for the Birmingham area were from 350 degrees at 6 knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	76, 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>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/11/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/11/2002
<b>Flight Time:</b>	1601 hours (Total, all aircraft), 124 hours (Total, this make and model), 1601 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N9558E
<b>Model/Series:</b>	17-30A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	76-30798
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	04/11/2002, Annual	<b>Certified Max Gross Wt.:</b>	3325 lbs
<b>Time Since Last Inspection:</b>	18 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2276.61 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-R
<b>Registered Owner:</b>	Burrus and Associates, Inc.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	Burrus and Associates, Inc.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BHM, 644 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1553 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 14000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	11° C / 1° C
Precipitation and Obscuration:			
Departure Point:	Pell City, AL (PLR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 CST	Type of Airspace:	Class E

## Airport Information

Airport:	St. Clair County (PLR)	Runway Surface Type:	Asphalt
Airport Elevation:	487 ft	Runway Surface Condition:	Dry
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	5002 ft / 80 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.564722, -86.248889

## Administrative Information

Investigator In Charge (IIC):	Alan C Stone
Additional Participating Persons:	Warren Green; FAA FSDO; Birmingham, AL
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .