



National Transportation Safety Board Aviation Accident Final Report

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

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

According to the pilot, he flared a little high on his landing attempt, and, "The minute the plane hit the ground, it shot off to the left". Despite his using right rudder to retain control, the airplane exited the runway off the left edge, into the grass, and encountered a ditch. The landing gear were sheared off, and the airplane sustained a propeller strike. The FAA inspector stated that postcrash investigation of the accident revealed no malfunctions with any airplane components or systems. Reported winds in the area were from 30 degrees left of runway heading at 6 knots.

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 following landing touchdown, resulting in a runway excursion and collision with a ditch off the left side of the runway.

Findings

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

Findings

1. FLARE - HIGH - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

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

Certificate:	Private	Age:	76, 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--no waivers/lim.	Last FAA Medical Exam:	07/11/2002
Occupational Pilot:		Last Flight Review or Equivalent:	05/11/2002
Flight Time:	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

Aircraft Make:	Bellanca	Registration:	N9558E
Model/Series:	17-30A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	76-30798
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/11/2002, Annual	Certified Max Gross Wt.:	3325 lbs
Time Since Last Inspection:	18 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2276.61 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-R
Registered Owner:	Burrus and Associates, Inc.	Rated Power:	300 hp
Operator:	Burrus and Associates, Inc.	Operating Certificate(s) Held:	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	Report Date:	04/01/2003
Additional Participating Persons:	Warren Green; FAA FSDO; Birmingham, AL		
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](#).