



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	La Grande, OR	<b>Accident Number:</b>	WPR09CA439
<b>Date &amp; Time:</b>	09/02/2009, 0815 PDT	<b>Registration:</b>	N14786
<b>Aircraft:</b>	BELLANCA 17-30A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot reported that, during the approach to landing, he "...flared too high" and the airplane landed hard, bounced, and "...got away from me [him]." Despite his control inputs, the airplane exited the left side of the runway. Subsequently, the nosewheel landing gear and right main landing gear collapsed. Examination of the airplane by a Federal Aviation Administration inspector revealed that the right wing was substantially damaged. The pilot reported no anomalies with the airplane's flight control systems prior to the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare, which resulted in a bounced landing.

## Findings

---

### Aircraft

Personnel issues	Aircraft control - Pilot (Cause)
------------------	----------------------------------

## Factual Information

### History of Flight

Landing-flare/touchdown	Hard landing
Landing-landing roll	Runway excursion (Defining event) Landing gear collapse

### Pilot Information

Certificate:	Private	Age:	78, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	01/01/2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	04/18/2009
Flight Time:	1767 hours (Total, all aircraft), 1435 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BELLANCA	Registration:	N14786
Model/Series:	17-30A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	74-30651
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	03/01/2009, Annual	Certified Max Gross Wt.:	3325 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2163 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	On file	Rated Power:	285 hp
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	LGD, 2717 ft msl	Observation Time:	0815 PDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	17° C / 7° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.1 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Madras, OR (S33)	Type of Flight Plan Filed:	None
Destination:	La Grande, OR (LGD)	Type of Clearance:	None
Departure Time:	0700 PDT	Type of Airspace:	

## Airport Information

Airport:	La Grande Airport (LGD)	Runway Surface Type:	Asphalt
Airport Elevation:	2717 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3876 ft / 60 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None		

## Administrative Information

Investigator In Charge (IIC):	Joshua Cawthra	Adopted Date:	12/15/2009
Additional Participating Persons:	Dan Frandson; Federal Aviation Administration; Boise, ID		
Publish Date:	12/15/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74715">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74715</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.