

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24LA112

NOSE STEERING EXAMINATION

April 4, 2024

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A. ACCIDENT

Location: Stevensville, MD
Date: February 7, 2024
Time: 1200 EST
1700 Z
Airplane: N39818, Bellanca 17-30A, SN 73-30511

B. NOSE STEERING EXAMINATION

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NTSB
Washington, DC

Party Coordinator Steven O'Rourke
FAA/FSDO
Baltimore, MD

C. SUMMARY

As first viewed, the wings were removed from the fuselage of the airplane and the nose landing gear was pushed to the right-hand side. The engine remained attached to the airplane firewall and the propeller remained attached to the crankshaft flange. Cowling was removed to facilitate the nose landing gear examination.



View of the Nose Gear Steering System from the Right

The nose landing gear was displaced to the right-hand side as a result of the accident. The upper leg of the nose gear was bent and fractured near the nose gear

cylinder assembly. The lower drag strut was fractured in the middle and displaced partially to the right. The right-hand lower steering rod was broken forward of the rod end nut.



Damage to the Upper Leg of the Nose Gear



Lower Drag Strut Damage



Lower Drag Strut Damage



Fractured Right Hand Lower Steering Rod



Fractured Right Hand Lower Steering Rod



Fractured Right Hand Lower Steering Rod

Pressure was applied to the left and right rudder pedals. Control continuity of the pedals to the steering rods was confirmed on the left and right side. Control continuity of the rudder pedals to the rudder was confirmed.

Submitted by:

Ryan Enders
Aviation Accident Investigator