



# Aviation Investigation Final Report

---

<b>Location:</b>	DeFuniak Springs, Florida	<b>Accident Number:</b>	ERA20LA342
<b>Date &amp; Time:</b>	September 30, 2020, 10:40 Local	<b>Registration:</b>	N8950R
<b>Aircraft:</b>	Bellanca 7GCB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

The pilot was performing a touch-and-go landing. After an uneventful touchdown and rollout, and just prior to his application of power to takeoff, the airplane swerved “pretty severely to the right” despite his counter controls. The airplane then veered off the right side of the runway, into the grass and the left main landing gear collapsed under the fuselage, which resulted in substantial damage to the left wing and fuselage.

Postaccident examination of the airplane by a Federal Aviation Administration Inspector found that the left main landing gear airframe cross tube had fractured, and a significant amount of corrosion and rust was visible. However, this corrosion was not visible until a section of riveted fairing was removed.

Given this information, it is likely that the corroded left main landing gear cross tube failed during the landing, which resulted in a loss of directional control during the takeoff attempt, and a subsequent runway excursion.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The failure of the left landing gear airframe cross tube during landing, due to corrosion hidden under riveted fairing.

## Findings

---

**Aircraft**

Main landing gear - Fatigue/wear/corrosion

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Landing gear collapse (Defining event)
<b>Takeoff</b>	Loss of control on ground
<b>Takeoff</b>	Runway excursion

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed None	<b>Last FAA Medical Exam:</b>	August 29, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 9, 2019
<b>Flight Time:</b>	3276 hours (Total, all aircraft), 28 hours (Total, this make and model), 3161 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 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>	N8950R
<b>Model/Series:</b>	7GCB NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1960	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7GCB-36
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 7, 2019 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3330.6 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91A installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	54J,289 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	11:15 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Baker, FL (18FD)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Baker, FL (18FD)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	DeFuniak Springs Airport 54J	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	289 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4146 ft / 60 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	30.732518,-86.15249(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	Todd T. Pryor; FAA/FSDO; Birmingham , AL
<b>Original Publish Date:</b>	June 24, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=102088">https://data.ntsb.gov/Docket?ProjectID=102088</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).