



Aviation Investigation Final Report

Location:	Cleveland, Georgia	Accident Number:	ERA25LA042
Date & Time:	November 8, 2024, 13:15 Local	Registration:	N69LM
Aircraft:	Vans RV8-A	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After completing a local flight, the pilot recalled the direction of landing required a steep descent during the final approach due to tall trees at the approach end of the runway. The pilot otherwise did not recall any of the details of the accident following the short final segment of the landing approach. A witness described, and surveillance video confirmed, that the airplane touched down, experienced a “very short” bounce, and then impacted the turf runway nose landing gear first, resulting in the nose landing gear collapsing and the airplane nosing over. The airplane’s fuselage, empennage, and right wing sustained substantial damage during the accident sequence.

Probable Cause and Findings

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

A nose landing gear collapse on landing and subsequent nose over.

Findings

Aircraft	Nose/tail landing gear - Failure
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Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	November 6, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 18, 2023
Flight Time:	(Estimated) 2292 hours (Total, all aircraft), 1040 hours (Total, this make and model), 2292 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N69LM
Model/Series:	RV8-A	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	81427
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 12, 2024 Condition	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1040 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-A1A
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GVL,1268 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	198°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	24.4°C / 17.8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cleveland, GA	Type of Flight Plan Filed:	None
Destination:	Cleveland, GA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	MOUNTAIN AIRPARK 0GE5	Runway Surface Type:	Grass/turf
Airport Elevation:	1438 ft msl	Runway Surface Condition:	Dry
Runway Used:	N	IFR Approach:	None
Runway Length/Width:	2500 ft / 130 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.561763,-83.713513(est)

Administrative Information

Investigator In Charge (IIC):	Stratton, Lauren
Additional Participating Persons:	James Manning; FAA/FSDO; Atlanta, GA
Original Publish Date:	January 23, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=195476

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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](#).