



# Aviation Investigation Final Report

<b>Location:</b>	Midlothian, Texas	<b>Accident Number:</b>	CEN23LA392
<b>Date &amp; Time:</b>	August 31, 2023, 16:13 Local	<b>Registration:</b>	N11648
<b>Aircraft:</b>	Bellanca 7ECA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was familiarizing himself with the airplane in preparation for a multi-day cross-country flight. He also said that there was a potential that he would provide flight instruction to a student during the upcoming flights, so he wanted to perform three takeoffs and landings in the airplane to meet the recent flight experience requirements of Title 14 *Code of Federal Regulations* Part 61.57. He said that as he approached the airport, the reported weather indicated the wind was aligned with the runway. During the approach, he noted that the windsock showed a left crosswind, and he adjusted the approach using crosswind control correction for the left crosswind. During the rollout, the wind shifted, and the right wing rose. The pilot attempted to correct but when the wing came back down the airplane veered off the left side of the runway and the right main landing gear collapsed. He said that after the event the windsock showed a right crosswind and he believed that there was some windshear that resulted in the right wing raising during the event. The airplane received substantial damage to the right wing. The pilot reported that there were no mechanical issues with the airplane. The recorded weather at the airport where the accident occurred was from 020° at 3 knots, about the time of the accident.

## 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 during landing which resulted in the right main landing gear collapse.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	24, 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>	
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	August 9, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	650 hours (Total, all aircraft), 4 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N11648
<b>Model/Series:</b>	7ECA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1972	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	838-72
<b>Landing Gear Type:</b>		<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	BRUNS LUKE J	<b>Rated Power:</b>	
<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>	KJWY, 749 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:15 Local	<b>Direction from Accident Site:</b>	190°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.89 inches Hg	<b>Temperature/Dew Point:</b>	37°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Grand Prairie, TX (GPM)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Grand Prairie, TX (GPM)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MID-WAY RGNL JWY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	727 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6500 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop; Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	32.458293, -96.912526

## Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Leslie Williams; FAA; Irving, TX
Original Publish Date:	January 4, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=192979">https://data.nts.gov/Docket?ProjectID=192979</a>

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