



National Transportation Safety Board Aviation Accident Final Report

Location:	Oshkosh, WI	Accident Number:	CEN13CA187
Date & Time:	02/02/2013, 1530 CST	Registration:	N9691S
Aircraft:	CHAMPION 7GCAA	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

After performing three touch-and-go landings on a frozen lake, the pilot set up for a full stop landing on the plowed surface of the frozen lake. After a smooth landing, and while taxiing to park, the left wheel strut collapsed. The airplane tipped over onto its left side, resulting in substantial damage to the left wing spar. Examination of the airplane after the accident revealed evidence of fatigue cracking on the failed portion of the left wheel strut mount. The airplane had been flown about 50-75 hours after its last annual inspection with no problems noted by the owner. The pilot stated that he lands on frozen lakes frequently and that the collapse of the landing gear was unexpected.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fatigue cracking and failure of the left wheel strut mount resulting in collapse of the left main landing gear during taxi.

Findings

Aircraft	Main landing gear attach sec - Fatigue/wear/corrosion (Cause)
-----------------	---

Factual Information

History of Flight

Taxi-from runway	Landing gear collapse (Defining event)
------------------	--

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	02/24/2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/20/2011
Flight Time:	394 hours (Total, all aircraft), 334 hours (Total, this make and model), 394 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CHAMPION	Registration:	N9691S
Model/Series:	7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	115
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/08/2012, Annual	Certified Max Gross Wt.:	1640 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6542 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	0-320 SERIES
Registered Owner:	Keith Mustain	Rated Power:	180 hp
Operator:	Keith Mustain	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	OSH, 808 ft msl	Observation Time:	1530 CST
Distance from Accident Site:	7 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	210°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 280°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Oshkosh, WI (OSH)	Type of Flight Plan Filed:	VFR
Destination:	Oshkosh, WI (OSH)	Type of Clearance:	None
Departure Time:	1515 CST	Type of Airspace:	Class G

Airport Information

Airport:	Oshkosh (OSH)	Runway Surface Type:	
Airport Elevation:	210 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Alexander Lemishko	Adopted Date:	07/29/2013
Additional Participating Persons:	Rex White; FAA FSDO Milwaukee; Milwaukee, WI		
Publish Date:	07/29/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86371		

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.