



National Transportation Safety Board Aviation Accident Factual Report

Location:	GRASS VALLEY, CA	Accident Number:	LAX98LA051
Date & Time:	12/02/1997, 1500 PST	Registration:	N2591K
Aircraft:	Luscombe 194E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

On December 2, 1997 at 1500 hours Pacific standard time, a Luscombe 194E, N2591K, veered off the runway during the landing roll and subsequently nosed over at the Auburn Airport, Grass Valley, California. The aircraft was substantially damaged, and the commercial pilot, the sole occupant, was not injured. Visual meteorological conditions existed for the local flight and no flight plan was filed.

In an interview with an Federal Aviation Administration inspector from the Sacramento, California, Flight Standards District Office, the pilot stated that he inadvertently activated the aircraft brakes during the landing roll and the aircraft nosed over. The pilot reported that there were no mechanical malfunctions with the aircraft and weather was not a factor.

Pilot Information

Certificate:	Commercial; Flight Engineer	Age:	62, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/21/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 300 hours (Total, this make and model), 2700 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N2591K
Model/Series:	194E 194E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	5318
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/08/1997, Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2680 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	A-65-8F
Registered Owner:	JOSEPH C. MAHLBACHER	Rated Power:	65 hp
Operator:	JOSEPH C. MAHLBACHER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BAB, 113 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1555 PST	Direction from Accident Site:	140°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	6 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	1 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 8° C
Precipitation and Obscuration:			
Departure Point:	(AUN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1330 PST	Type of Airspace:	Class E

Airport Information

Airport:	AUBURN (AUN)	Runway Surface Type:	Asphalt
Airport Elevation:	1531 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3100 ft / 60 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TEALEYE C CORNEJO
Additional Participating Persons:	ELIE NASR; SACRAMENTO, CA
Investigation Docket:	NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .