



National Transportation Safety Board Aviation Accident Final Report

Location:	CHILLICOTHE, MO	Accident Number:	CHI98LA232
Date & Time:	07/01/1998, 1518 CDT	Registration:	N71306
Aircraft:	Luscombe 8A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that he couldn't find anyone to assist him in hand starting the aircraft, so he decided to proceed by himself. The pilot stated that he could not get the engine to start after many attempts. The pilot adjusted the throttle, increasing it, and again attempted to hand start the engine. The pilot stated that the engine started, ran rough for the first couple of rotations, and then the rpms began to increase rapidly. The aircraft began to pivot around the left main gear and the pilot was unable to access the cockpit to retard the throttle. The aircraft continued to turn to the left, departed the tarmac onto a grass area, until the right wing impacted a utility pole and guy wire. Post accident investigation revealed that the pilot had not had flown in over six years and had not had a Biennial Flight Review in over 72 months. It was also revealed that the hand brake only engages the left brake on the aircraft, which caused the aircraft to rotate about the left main gear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the improper use of the engine starting procedure. Factors contributing to the accident were the pilot in command's lack of recent experience, the aircraft not being tied down, the utility pole and guy wire.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (C) STARTING PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
2. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
3. (F) TIE DOWN - NOT USED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

4. (F) OBJECT - POLE
5. (F) OBJECT - GUY WIRE

Factual Information

On July 1, 1998, at 1518 central daylight time, a Luscombe 8A, N71306, operated by a private pilot, received substantial damage when it impacted a utility pole and support wires after a hand start, at the Chillicothe Municipal Airport, near Chillicothe, Missouri. After the engine had started the aircraft began to move, without a pilot aboard, across the ramp until it impacted the utility pole and stopped. Visual meteorological conditions prevailed at the time of the accident. The pilot reported no injuries. The purposed personal 14 CFR Part 91 flight had no flight plan on file. The flight was originating at the time of the accident.

According to the pilot's written statement, he had just purchased the aircraft near Chicago, Illinois, and was re-positioning the aircraft back near his residence. At a scheduled fuel stop, the pilot stated that he had asked for assistance, from the airport operator, in hand starting the aircraft. The pilot stated that the airport operator was busy at the time and that he decided to hand start the aircraft by himself. The pilot stated that he set the hand brake, checked the throttle position, and began to hand start the aircraft. The pilot stated that he could not get the engine to start after many attempts. The pilot adjusted the throttle, increasing it, and again attempted to hand start the engine. The pilot stated that engine started, ran rough for the first couple of rotations, and then the rpms began to increase rapidly. The aircraft began to pivot around the left main gear and the pilot was unable to access the cockpit to retard the throttle. The aircraft continued to turn to the left, departed the tarmac onto a grass area, until the right wing impacted a utility pole and guy wire. There was substantial damage to the right wing, right main gear, and propeller.

Post accident investigation revealed that the pilot had not had flown in over six years and had not had Biennial Flight Review in over 72 months. It was also revealed that the hand brake only engages the left brake on the aircraft, which caused the aircraft to rotate about the left main gear.

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Expired	Last FAA Medical Exam:	12/07/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1078 hours (Total, all aircraft), 800 hours (Total, this make and model), 1040 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N71306
Model/Series:	8A 8A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2733
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/03/1997, Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2431 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	A-65-8
Registered Owner:	CARL E. BARBE	Rated Power:	65 hp
Operator:	CARL E. BARBE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IRK, 966 ft msl	Distance from Accident Site:	47 Nautical Miles
Observation Time:	1455 CDT	Direction from Accident Site:	247°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	NOAHS ARK, MO (PVT)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	CHILLICOTHE MUNICIPAL (CHT)	Runway Surface Type:	
Airport Elevation:	782 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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):	STEPHEN A WILSON	Report Date:	02/15/2001
Additional Participating Persons:	STEVE DAVIS; KANSAS CITY, MO		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets 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.ntsbt.gov/pubdms/ .		

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