



National Transportation Safety Board Aviation Accident Data Summary

Location:	CHILLICOTHE, MO	Accident Number:	CHI98LA232
Date & Time:	07/01/1998, 1518 CDT	Registration:	N71306
Aircraft:	Luscombe 8A	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

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

Pilot Information

Certificate:	Private	Age:	60
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	CARL E. BARBE	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	A-65-8
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IRK, 966 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	11 knots / , 310°
Temperature:	26° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: NOAHS ARK, MO (PVT)		

Airport Information

Airport:	CHILLICOTHE MUNICIPAL (CHT)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): STEPHEN A WILSON

Adopted Date: 02/15/2001

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.nts.gov/pubdms/>.

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