



National Transportation Safety Board Aviation Accident Data Summary

Location:	CONROE, TX	Accident Number:	FTW99LA128
Date & Time:	05/01/1999, 0740 CDT	Registration:	N2638K
Aircraft:	Luscombe 8E	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

While at a cruise altitude of 3,500 feet msl, the pilot observed a fuel flow fluctuation, and the experimental airplane's engine lost power. The pilot was unable to restart the turboprop engine and prepared for a forced landing to a road. During the forced landing, about 100 feet agl, the pilot initiated a turn in order to see the traffic on the road. As the airplane crossed the road, 'the left wingtip and left main gear contacted the asphalt road, very hard.' The airplane came to rest upright in a ditch, which paralleled the road. Examination of the fuel system by the pilot revealed a caterpillar was lodged in the forward facing vent to the right wing fuel tank.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to fuel starvation as a result of a blocked fuel vent. A factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL SYSTEM,VENT - BLOCKED(TOTAL)

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - ROADWAY/HIGHWAY
5. TERRAIN CONDITION - DITCH

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	45
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	14000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 10200 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N2638K
Model/Series:	8E 8E	Engines:	1 Turbo Prop
Operator:	DON LUSCOMBE AVN HIST. FOUNDAT	Engine Manufacturer:	Apex
Operating Certificate(s) Held:	None	Engine Model/Series:	T62-AZ-32
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 90°
Temperature:		Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	LAFAYETTE, LA (LFT)	Destination:	AUSTIN, TX (AUS)

Wreckage and Impact Information

Crew Injuries:	1 Serious	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):	DOUGLAS D WIGINGTON	Adopted Date:	06/21/2000
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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.

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