



National Transportation Safety Board Aviation Accident Final Report

Location:	OAKDALE, CA	Accident Number:	LAX87FA286
Date & Time:	08/01/1987, 0015 PDT	Registration:	N2098B
Aircraft:	LUSCOMBE 8A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT & HIS PLT-RATED WIFE (FLYING IN THEIR LUSCOMBE) & ANOTHER COUPLE (IN A RENTED MOONEY) HAD DINNER & DRANK WINE. BY ABOUT 0015 THE COUPLES HAD TAKEN OFF IN THEIR RESPECTIVE ACFT FOR A RETURN FLT HOME AND THEY HAD EACH OTHER IN SIGHT. THE COUPLE IN THE MOONEY STATED THAT WHILE CRUISING AT 6,500 FEET MSL (& ON A FEDERAL AIRWAY) THE PLT IN THE LUSCOMBE TRANSMITTED 'I'LL SHOW YOU SOMETHING. I'M GOING TO DO A VERTICAL 360. WATCH THIS.' THE MOONEY PLT OBSERVED THE LUSCOMBE DESCEND SLIGHTLY & THEN COMMENCE A CLIMB. THEREAFTER, CONTACT WAS LOST. THE LUSCOMBE WRECKAGE WAS SUBSEQUENTLY FOUND IN NUMEROUS PIECES DISTRIBUTED OVER 3/4-MI. EXAM OF THE ACFT STRUCTURE INCLUDING WING SPARS REVEALED SEVERE CORROSION. NO EVIDENCE OF THE ACFT HAVING A CURRENT ANNUAL INSPECTION WAS FOUND. TOXICOLOGICAL TESTS REVEALED ETHANOL LEVELS OF .02 PERCENT AND .08 PERCENT FOR THE PLT AND HIS WIFE RESPECTIVELY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: ABRUPT MANEUVER
Phase of Operation: MANEUVERING

Findings

1. (F) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) AEROBATICS - INTENTIONAL - PILOT IN COMMAND
3. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: MANEUVERING

Findings

4. (F) MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
5. (F) MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - PILOT IN COMMAND
6. (C) STABILIZER - FAILURE, TOTAL
7. (C) WING, SPAR - FAILURE, TOTAL
8. (C) WING, SPAR - CORRODED
9. (C) WING, WING ATTACHMENT FITTING - OVERLOAD

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/15/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2100 hours (Total, all aircraft), 2100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	LUSCOMBE	Registration:	N2098B
Model/Series:	8A 8A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	6525
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320
Registered Owner:	FRANCIS & MELISSA MINGS	Rated Power:	150 hp
Operator:	FRANCIS & MELISSA MINGS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	COLUMBIA, CA (022)	Type of Flight Plan Filed:	None
Destination:	HAYWARD, CA (HWD)	Type of Clearance:	None
Departure Time:	0001 PDT	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	06/16/1989
Additional Participating Persons:	JOHN MOYER; FRESNO, CA		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).