



National Transportation Safety Board Aviation Accident Final Report

Location:	Lawrenceburg, TN	Accident Number:	ATL04LA032
Date & Time:	11/01/2003, 1300 CST	Registration:	N9929C
Aircraft:	Luscombe 8F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot stated he entered the traffic pattern for runway 17 at Lawrence County Airport, Lawrenceburg, Tennessee. The prevailing winds were calm as the pilot made a 3-point landing on the runway. On the landing roll out, a gust of wind picked up the left wing and the airplane veered to the right. He put in opposite rudder correction but lost directional control of the airplane. The airplane continued to the right, collapsed the left main landing gear with a side load, and the left wing collided with the runway. No wind gusts were being reported at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control on landing rollout resulting in the airplane veering to the right and collapsing the left main landing gear with a side load.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

2. LANDING GEAR, MAIN GEAR - OVERLOAD

Factual Information

On November 1, 2003, at 1300 central standard time, a Luscombe 8F, N9929C, registered to a private owner, operating as a 14 CFR Part 91 personal flight, collapsed the left main landing gear on landing roll at Lawrence County Airport, Lawrenceburg, Tennessee. Visual meteorological conditions prevailed and no flight plan was filed. The airplane received substantial damage. The private pilot and private pilot rated passenger reported no injuries. The flight originated from Lewisburg, Tennessee, on November 1, 2003, at 1230.

The pilot stated he entered the traffic pattern for runway 17 at Lawrence County Airport, Lawrenceburg, Tennessee. The winds were calm and he made a 3-point landing to the runway. On the landing roll out, a gust of wind lifted the left wing up and the airplane started veering to the right. The pilot put in opposite rudder correction and lost directional control of the airplane. The airplane continued to the right, collapsed the left main landing gear with a side load, and the left wing collided with the runway. The airplane came to a stop. The pilot and the passenger exited the airplane and observed the left wing spar had been bent upward.

The nearest weather reporting facility at the time of the accident was Nashville International Airport, Nashville, Tennessee. No gusts were being reported at the time of the accident.

Pilot Information

Certificate:	Private	Age:	54, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/01/2003
Occupational Pilot:		Last Flight Review or Equivalent:	03/27/2003
Flight Time:	605 hours (Total, all aircraft), 21 hours (Total, this make and model), 527 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N9929C
Model/Series:	8F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	S-33
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/12/2003, Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	32 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1378 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-90-12F
Registered Owner:	Lynn Wolf	Rated Power:	90 hp
Operator:	Gary J. Wolf	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BNA, 495 ft msl	Distance from Accident Site:	72 Nautical Miles
Observation Time:	1353 CST	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 1700 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	26° C / 14° C
Precipitation and Obscuration:			
Departure Point:	Lewisburg, TN (LUG)	Type of Flight Plan Filed:	None
Destination:	Lawrenceburg, TN (2M2)	Type of Clearance:	None
Departure Time:	1230 CST	Type of Airspace:	Class G

Airport Information

Airport:	Lawrence County Airport (2M2)	Runway Surface Type:	Asphalt
Airport Elevation:	936 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5003 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.246944, -87.257778

Administrative Information

Investigator In Charge (IIC):	Carrol A Smith	Report Date:	01/24/2005
Additional Participating Persons:	Mike Lonas; Nashville FSDO-03; Nashville, TN		
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.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](#).