



National Transportation Safety Board Aviation Accident Final Report

Location:	Churchville, MD	Accident Number:	ERA10CA467
Date & Time:	09/01/2010, 1330 EDT	Registration:	N2156K
Aircraft:	LUSCOMBE 8A	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that the takeoff was normal until the airplane was about 50 feet above the ground, at which time he closed the carburetor heat and the engine lost power. The airplane's landing gear then contacted top of a security fence beyond the end of the runway and the airplane bounced into a plowed field in a nose-down attitude. The pilot further stated that before he exited the airplane, he checked the fuel valve and found that it was not locked in the full forward position; rather, it was midway between the "ON" and "OFF" positions. The pilot said that in retrospect, he was not positive that he had placed the fuel valve in the "ON" position during his preflight inspection, and that this was the reason for the engine losing power on takeoff.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to ensure that the fuel valve was in the "ON" position during his preflight inspection, resulting in the loss of engine power during takeoff.

Findings

Aircraft	Fuel selector/shutoff valve - Incorrect use/operation (Cause)
Personnel issues	Planning/preparation - Pilot (Cause)

Factual Information

History of Flight

Initial climb	Fuel starvation Loss of engine power (total) (Defining event)
Emergency descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	75, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	09/18/2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	06/20/2010
Flight Time:	7947 hours (Total, all aircraft), 40 hours (Total, this make and model), 7350 hours (Pilot In Command, all aircraft), 119 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	LUSCOMBE	Registration:	N2156K
Model/Series:	8A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	4883
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1640 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A65
Registered Owner:	James C. Walker	Rated Power:	65 hp
Operator:	James C. Walker	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	MTN, 21 ft msl	Observation Time:	1350 EDT
Distance from Accident Site:	17 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	200°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	25° C / 23° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	29.18 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Churchville, MD (OW3)	Type of Flight Plan Filed:	None
Destination:	Churchville, MD (OW3)	Type of Clearance:	None
Departure Time:	1320 EDT	Type of Airspace:	

Airport Information

Airport:	Harford County Airport (OW3)	Runway Surface Type:	Grass/turf
Airport Elevation:	409 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	1800 ft / 50 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor		

Administrative Information

Investigator In Charge (IIC):	Ralph L Wilson	Adopted Date:	06/13/2011
Additional Participating Persons:	Tony Serio; FAA/FSDO; Baltimore, MD		
Publish Date:	06/13/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77198		

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