



National Transportation Safety Board Aviation Accident Data Summary

Location:	Churchville, MD	Accident Number:	ERA10CA467
Date & Time:	09/01/2010, 1330 EDT	Registration:	N2156K
Aircraft:	LUSCOMBE 8A	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.

Flight Events

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

Probable Cause

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-Aircraft systems-Fuel system-Fuel selector/shutoff valve-Incorrect use/operation - C
Personnel issues-Task performance-Planning/preparation-(general)-Pilot - C

Pilot Information

Certificate:	Commercial	Age:	75
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	Glider
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	Engines:	1 Reciprocating
Operator:	James C. Walker	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	A65
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	MTN, 21 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	25°C / 23°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Churchville, MD (OW3)	Destination:	Churchville, MD (OW3)

Airport Information

Airport:	Harford County Airport (OW3)	Runway Surface Type:	Grass/turf
Runway Used:	19	Runway Surface Condition:	Dry
Runway Length/Width:	1800 ft / 50 ft		

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

Administrative Information

Investigator In Charge (IIC):	Ralph L Wilson	Adopted 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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