



National Transportation Safety Board Aviation Accident Data Summary

Location:	Schaumburg, IL	Accident Number:	CEN11LA049
Date & Time:	11/01/2010, 1530 CDT	Registration:	N71823
Aircraft:	LUSCOMBE 8A	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A witness reported seeing the airplane takeoff and climb to about 150 feet above the ground. At that point, the sound from the engine ceased, and the airplane stalled and spun to the left making one-half revolution before striking the ground. Examination of the airframe, control system, and engine revealed no evidence of any preimpact mechanical anomalies that would have precluded normal operation. Examination of the cockpit engine controls showed that the carburetor heat was off and the engine primer was unlocked and pulled out. Although the weather conditions at the time of the accident were conducive to carburetor icing, they were not in the range likely to result in serious carburetor icing. Examination of the spark plugs indicated a rich mixture condition. The primer position and the condition of the spark plugs indicate that the engine power loss was likely due to an overly rich mixture resulting from excess fuel being pulled through the primer into the engine's intake system when takeoff power was applied. Since the purpose of the primer is to assist in starting a cold engine, it is possible the pilot used the primer when starting the engine and did not ensure that it was in and locked before initiating take off.

Flight Events

Initial climb - Loss of engine power (total)
Initial climb - Aerodynamic stall/spin
Uncontrolled 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 did not maintain airspeed following a loss of engine power during takeoff climb, which resulted in an aerodynamic stall. Contributing to the accident was the loss of engine power due to the unlocked engine primer.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
Aircraft-Aircraft power plant-Engine (reciprocating)-(general)-Inoperative - F
Aircraft-Aircraft power plant-Engine controls-(general)-Incorrect use/operation - F

Pilot Information

Certificate:	Commercial	Age:	66
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	Airplane Single-engine
Flight Time:	1100 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	LUSCOMBE	Registration:	N71823
Model/Series:	8A	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	A-65-8
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	DPA, 759 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 8000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	6 knots, 280°
Temperature:	22° C / 6° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Schaumburg, IL (06C)	Destination:	Sturtevant, WI (C89)

Airport Information

Airport:	Schaumburg Regional Airport (06C)	Runway Surface Type:	Concrete
Runway Used:	29	Runway Surface Condition:	Dry
Runway Length/Width:	3800 ft / 100 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	John M Brannen	Adopted Date:	03/08/2012
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77710		

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