



National Transportation Safety Board Aviation Accident Final Report

Location:	Woodward, OK	Accident Number:	CEN12CA054
Date & Time:	11/03/2011, 1915 CDT	Registration:	N2099B
Aircraft:	SILVAIRE LUSCOMBE 8F	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The student pilot landed the tailwheel-equipped airplane hard and was unable to recover from the bounced landing. The airplane's right wing impacted the runway, and the airplane ground looped, sustaining substantial damage to the fuselage and right wing. An examination of the airplane following the accident revealed no preimpact anomalies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's hard landing and subsequent loss of directional control.

Findings

Personnel issues	Task performance - Student pilot (Cause)
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Factual Information

History of Flight

Landing-flare/touchdown	Hard landing
Landing	Dragged wing/rotor/float/other Loss of control on ground (Defining event)

Pilot Information

Certificate:	Student	Age:	40, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	06/28/2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	40 hours (Total, all aircraft), 4 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SILVAIRE	Registration:	N2099B
Model/Series:	LUSCOMBE 8F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	6526
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	C90 SERIES
Registered Owner:	On file	Rated Power:	95 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KWWR	Observation Time:	1915 CST
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	7°C / -8°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable	Visibility (RVR):	
Altimeter Setting:	30.29 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Woodward, OK (KWWR)	Type of Flight Plan Filed:	Unknown
Destination:	Woodward, OK (KWWR)	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	

Airport Information

Airport:	West Woodward Airport (KWWR)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Craig Hatch	Adopted Date:	02/16/2012
Additional Participating Persons:	Jamie Pagan; FAA FSDO; Oklahoma City, OK		
Publish Date:	02/16/2012		
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=82242		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.