



National Transportation Safety Board Aviation Accident Final Report

Location:	Huntingburg, IN	Accident Number:	GAA17CA021
Date & Time:	10/12/2016, 0942 EDT	Registration:	N39083
Aircraft:	LUSCOMBE 8	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot in the tailwheel-equipped airplane, after a 1-hour-long local flight, he returned to the departure airport and noticed that he would be landing with a gusting, direct left crosswind. He reported that he made one low pass about 20 ft above the ground and that he "felt the airplane was steady." He accomplished a go-around and initiated an approach. He recalled that he made a three-point landing and touched down about 50 mph on the runway centerline. When the wheels touched down, a wind gust lifted the left wing, and he tried to compensate with aileron and throttle, but he "was too slow to regain control of the airplane." He reported that the left wing struck the ground and that the airplane exited the left side of the runway and nosed over. The airplane sustained substantial damage to both wings and the firewall.

The METAR at the airport reported that, at the time of the accident, the wind was from 180° at 11 knots, gusting to 16 knots. The airplane landed on runway 27.

According to the FAA-H-8083-3B Airplane Flying Handbook, "Crosswind After-Landing Roll," pages 8-15 and 8-16:

Retaining control on the ground is a critical part of the after-landing roll, because of the weathervaning effect of the wind on the airplane.

While the airplane is decelerating during the after-landing roll, more and more aileron is applied to keep the upwind wing from rising. Since the airplane is slowing down, there is less airflow around the ailerons and they become less effective. At the same time, the relative wind is becoming more of a crosswind and exerting a greater lifting force on the upwind wing.

When the airplane is coming to a stop, the aileron control must be held fully toward the wind.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's delayed crosswind correction during the landing roll with a gusting left crosswind, which resulted in the airplane weathervaning and nosing over.

Findings

Aircraft	Crosswind correction - Not attained/maintained (Cause)
Personnel issues	Delayed action - Pilot (Cause) Aircraft control - Pilot (Cause)
Environmental issues	Crosswind - Effect on operation Gusts - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Abnormal runway contact Runway excursion Nose over/nose down
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Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap Only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	11/23/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	09/08/2015
Flight Time:	(Estimated) 210 hours (Total, all aircraft), 18 hours (Total, this make and model), 210 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LUSCOMBE	Registration:	N39083
Model/Series:	8 B	Aircraft Category:	Airplane
Year of Manufacture:	1941	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1844
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	11/04/2015, Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1838 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	C-90 12-F
Registered Owner:	On file	Rated Power:	90 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KHNB, 529 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1355 UTC	Direction from Accident Site:	241°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 16 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	17°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Huntingburg, IN (HNB)	Type of Flight Plan Filed:	None
Destination:	Huntingburg, IN (HNB)	Type of Clearance:	None
Departure Time:	0835 EDT	Type of Airspace:	Class G

Airport Information

Airport:	HUNTINGBURG (HNB)	Runway Surface Type:	Asphalt
Airport Elevation:	529 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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	Latitude, Longitude:	38.249167, -86.953611 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	07/05/2017
Additional Participating Persons:	David C Kline; FAA; Indianapolis, IN		
Publish Date:	07/05/2017		
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=94199		

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