National Transportation Safety Board
Aviation Accident Data Summary

Location:	Huntingburg, IN	**Accident Number:**	GAA17CA021
Date & Time:	10/12/2016, 0942 EDT	**Registration:**	N39083
Aircraft:	LUSCOMBE 8	**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.

Flight Events

Landing-landing roll - Loss of control on ground
Landing-landing roll - Abnormal runway contact
Landing-landing roll - Runway excursion
Landing-landing roll - Nose over/nose down

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Crosswind correction-Not attained/maintained - C
Personnel issues-Action/decision-Action-Delayed action-Pilot - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Effect on operation
Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Effect on operation

Pilot Information

Certificate:	Private	**Age:**	62
Airplane Rating(s):	Single-engine Land	**Instrument Rating(s):**	None
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
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	**Engines:**	1 Reciprocating
Operator:	On file	**Engine Manufacturer:**	Continental
Operating Certificate(s) Held:	None	**Engine Model/Series:**	C-90 12-F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Day
Observation Facility, Elevation:	KHNB, 529 ft msl	**Weather Information Source:**	Weather Observation Facility
Lowest Ceiling:		**Wind Speed/Gusts, Direction:**	12 knots / 16 knots, 180°
Temperature:	17°C	**Visibility**	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Huntingburg, IN (HNB)	**Destination:**	Huntingburg, IN (HNB)

Airport Information

Airport:	HUNTINGBURG (HNB)	**Runway Surface Type:**	Asphalt
Runway Used:	27	**Runway Surface Condition:**	Dry
Runway Length/Width:	5000 ft / 75 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
Latitude, Longitude:	38.249167, -86.953611 (est)		

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	**Adopted Date:**	07/05/2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=94199		