



National Transportation Safety Board Aviation Accident Final Report

Location:	Prescott, AZ	Accident Number:	GAA19CA568
Date & Time:	08/30/2019, 1300 MST	Registration:	N25100
Aircraft:	Luscombe 8	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that, during a wheel landing, the airplane encountered a wind gust from the right and then veered right, and he "apparently over-corrected" to the left. The airplane exited the left side of the runway, and the right wing struck the ground. The airplane sustained substantial damage to the right wing spar and aileron. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 loss of directional control and subsequent overapplication of rudder pedal, which resulted in a runway excursion and the right wing striking the ground.

Findings

Aircraft	Directional control - Not attained/maintained (Cause) Rudder control system - Incorrect use/operation (Cause)
Personnel issues	Aircraft control - Pilot (Cause) Use of equip/system - Pilot (Cause)

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	76, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed With Waivers/Limitations	Last FAA Medical Exam:	12/12/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/28/2019
Flight Time:	(Estimated) 11000 hours (Total, all aircraft), 500 hours (Total, this make and model), 10700 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	23, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	12/21/2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N25100
Model/Series:	8 A	Aircraft Category:	Airplane
Year of Manufacture:	1939	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1024
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	C-85
Registered Owner:	On file	Rated Power:	85 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:	KPRC, 5052 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1953 UTC	Direction from Accident Site:	209°
Lowest Cloud Condition:	Scattered / 9500 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	33° C / 7° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Prescott, AZ (PRC)	Type of Flight Plan Filed:	None
Destination:	Prescott, AZ (PRC)	Type of Clearance:	VFR
Departure Time:	MST	Type of Airspace:	Class D

Airport Information

Airport:	Prescott Rgnl - Ernest A Love (PRC)	Runway Surface Type:	Asphalt
Airport Elevation:	5045 ft	Runway Surface Condition:	Dry
Runway Used:	21L	IFR Approach:	None
Runway Length/Width:	7619 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.654722, -112.419167 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	03/17/2020
Additional Participating Persons:	Randy Weese; FAA; Scottsdale, AZ		
Publish Date:	03/17/2020		
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=100331		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).