



National Transportation Safety Board Aviation Accident Final Report

Location:	Brogue, PA	Accident Number:	GAA20CA090
Date & Time:	11/19/2019, 1545 EST	Registration:	N71707
Aircraft:	Luscombe 8	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, while on final approach to the runway, the landing gear struck a wire and the airplane then impacted the ground. The airplane sustained substantial damage to the wings, fuselage, and empennage. 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 failure to see and avoid wires during approach to landing.

Findings

Aircraft	Altitude - Not attained/maintained (Cause)
Personnel issues	Attention - Pilot (Cause)
Environmental issues	Wire - Effect on operation (Cause)

Factual Information

History of Flight

Approach-VFR pattern final	Miscellaneous/other (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport Pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	02/15/2019
Flight Time:	(Estimated) 1129.3 hours (Total, all aircraft), 241 hours (Total, this make and model), 1024.1 hours (Pilot In Command, all aircraft), 3.3 hours (Last 90 days, all aircraft), 2.6 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N71707
Model/Series:	8 A	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3134
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/24/2019, Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2083.7 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	C91A installed	Engine Model/Series:	A65
Registered Owner:	On file	Rated Power:	65 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:	KLNS, 403 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1653 UTC	Direction from Accident Site:	29°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	10° C / 2° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fallston, MD (W42)	Type of Flight Plan Filed:	None
Destination:	Brogue, PA (9W8)	Type of Clearance:	None
Departure Time:	1521 EST	Type of Airspace:	Class G

Airport Information

Airport:	Baublitz Commercial (9W8)	Runway Surface Type:	
Airport Elevation:	750 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2493 ft / 100 ft	VFR Approach/Landing:	Full Stop; Straight-in

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:	39.852222, -76.486389 (est)

Administrative Information

Investigator In Charge (IIC):	Eric M Gutierrez	Report Date:	05/21/2020
Additional Participating Persons:	Bill Haase; FAA; New Cumberland, PA		
Publish Date:	05/21/2020		
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=100608		

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](#).