



Aviation Investigation Final Report

Location:	Fulton, Missouri	Accident Number:	GAA18CA524
Date & Time:	August 28, 2018, 09:25 Local	Registration:	N1211B
Aircraft:	Luscombe 8	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the landing roll, a wind gust pushed the airplane left. The pilot added partial throttle to enhance rudder effectiveness but was unsuccessful. The airplane veered left, exited the runway, and impacted a ditch.

The airplane sustained substantial damage to the right wing.

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

The automated weather observation station located 10 miles west of the accident airport reported that, about 31 minutes before the accident, the wind was from 180° at 13 knots, gusting to 22 knots. The same automated station reported that, about 29 minutes after the accident, the wind was from 200° at 16 knots, gusting to 23 knots and that the peak wind 4 minutes before the accident was from 190° at 27 knots. The airplane landed on runway 18.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during landing in gusting crosswind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	41,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	September 2, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 27, 2016
Flight Time:	(Estimated) 183 hours (Total, all aircraft), 21 hours (Total, this make and model), 129 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N1211B
Model/Series:	8 A	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5838
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 20, 2018 Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3475.5 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	A65-8
Registered Owner:		Rated Power:	65 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCOU, 898 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:54 Local	Direction from Accident Site:	263°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 23 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	31°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Grove, OK (GMJ)	Type of Flight Plan Filed:	None
Destination:	Fulton, MO (FTT)	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	ELTON HENSLEY MEMORIAL FTT	Runway Surface Type:	Concrete
Airport Elevation:	886 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4001 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.836666,-92(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Thomas Davis; FAA; Kansas City, MO
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98227

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](#).