



Aviation Investigation Final Report

Location:	Batavia, Ohio	Accident Number:	GAA18CA295
Date & Time:	May 24, 2018, 11:00 Local	Registration:	N77922
Aircraft:	Luscombe 8	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot reported that, while hand-propping the engine, the engine started at full power, and the airplane jumped over the chocks and began moving in circles. Subsequently, to stop the airplane, an airport vehicle was driven into the airplane's tail.

The airplane sustained substantial damage to the fuselage.

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

The student recommended that better control of the throttle could have prevented the accident.

Probable Cause and Findings

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

The student pilot's use of an improper engine hand-propping procedure, which resulted in the airplane's unexpected movement.

Findings

Aircraft	Power lever - Incorrect use/operation
Personnel issues	Use of policy/procedure - Student/instructed pilot
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Standing-engine(s) start-up	Loss of control on ground (Defining event)
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Student pilot Information

Certificate:	Student	Age:	75, Male
Airplane Rating(s):	None	Seat Occupied:	None
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 106 hours (Total, all aircraft), 4 hours (Total, this make and model), 106 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N77922
Model/Series:	8 A	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3649
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 2, 2018 Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1672 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed	Engine Model/Series:	
Registered Owner:		Rated Power:	65 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLUK,490 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	279°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	23°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Batavia, OH (I69)	Type of Flight Plan Filed:	None
Destination:	Batavia, OH (I69)	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	CLERMONT COUNTY I69	Runway Surface Type:	Asphalt
Airport Elevation:	843 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	1 Minor	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	39.078334,-84.210556(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Michael Puehler; FAA; Cincinnati, OH
Original Publish Date:	November 5, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97315

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](#).