



Aviation Investigation Final Report

Location:	Guthrie, Oklahoma	Accident Number:	CEN23LA117
Date & Time:	February 20, 2023, 11:00 Local	Registration:	N25342
Aircraft:	Luscombe 8A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot reported that, while rolling out on landing, the airplane suddenly veered to the right causing the nose to turn to the left. The student pilot attempted to correct with opposite rudder; however, the airplane exited the left side of the runway, proceeded down a terrace, and nosed over, which resulted in substantial damage to the vertical stabilizer. The student pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. At the time of the accident, the student pilot was landing the airplane on runway 34 with wind from 300° at 6 knots.

Probable Cause and Findings

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

The student pilot's failure to maintain directional control during the landing roll.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Student	Age:	65, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	March 29, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 112 hours (Total, all aircraft), 98 hours (Total, this make and model), 53 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N25342
Model/Series:	8A	Aircraft Category:	Airplane
Year of Manufacture:	1940	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1218
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 3, 2022 Annual	Certified Max Gross Wt.:	1310 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	854.3 Hrs	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	HAPPY HOUR LUSCOMBE LLC	Rated Power:	85 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:	KGOK, 1065 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	51°
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:	300°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.82 inches Hg	Temperature/Dew Point:	12°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Guthrie, OK	Type of Flight Plan Filed:	None
Destination:	Guthrie, OK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	GUTHRIE-EDMOND RGNL GOK	Runway Surface Type:	Concrete
Airport Elevation:	1069 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	5001 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.850679,-97.415998(est)

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Schreiber, Laurence; FAA-FSDO; Oklahoma City, OK
Original Publish Date:	March 30, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106765

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).