



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Frenchville, Maine	Accident Number:	ERA23LA226
Date & Time:	May 9, 2023, 11:00 Local	Registration:	N1885B
Aircraft:	SILVAIRE LUSCOMBE 8F	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that after making a 3-point landing on the airport's paved runway a gust of wind, "turned [the airplane] towards a ditch." The pilot pressed on the brakes "hard" to prevent going into the ditch and the airplane nosed over, resulting in substantial damage to the left wing and vertical stabilizer. The pilot reported that there were no mechanical malfunctions or failures 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 maintain control of the airplane while landing in gusting wind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Aircraft	Surface speed/braking - Not attained/maintained
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	66,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 5, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 11, 2022
Flight Time:	302 hours (Total, all aircraft), 48 hours (Total, this make and model), 36 hours (Last 90 days, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	SILVAIRE	Registration:	N1885B
Model/Series:	LUSCOMBE 8F	Aircraft Category:	Airplane
Year of Manufacture:	1948	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	6312
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 17, 2023 Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4784.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	C-90-12F
Registered Owner:	On file	Rated Power:	90 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:	FVE,985 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 22 knots	Turbulence Type Forecast/Actual:	None / Unknown
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	N/A / Moderate
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	7°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Clayton Lake, ME (ME19)	Type of Flight Plan Filed:	None
Destination:	Frenchville, ME	Type of Clearance:	VFR;None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NORTHERN AROOSTOOK RGNL FVE	Runway Surface Type:	Asphalt
Airport Elevation:	987 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4600 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	47.283125,-68.30538(est)

Administrative Information

Investigator In Charge (IIC):	Freeze, Christopher
Additional Participating Persons:	Christopher Boss; FAA/FSDO; South Portland, ME
Original Publish Date:	July 7, 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=139288

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).