



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Houston, Texas	Accident Number:	CEN23LA118
Date & Time:	February 19, 2023, 13:30 Local	Registration:	N2722K
Aircraft:	Luscombe 8E	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that the landing touchdown was uneventful but that during landing rollout the airplane lurched to the left, rolled inverted, and came to rest on the runway. The pilot stated that the airplane's left wing strut failed at its midpoint. Airport surveillance video showed that during landing the airplane's right wing moved upward and the left wing descended and contacted the runway. The airplane then nosed over onto the runway and sustained substantial damage.

Postaccident examination of the left wing strut revealed that it had failed in overload from having contacted the runway. Examination of the airplane revealed no mechanical anomalies 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 attain/maintain lateral airplane control during landing, which resulted in an impact with the runway surface.

Findings

Aircraft	Lateral/bank control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Collision with terr/obj (non-CFIT)

On February 19, 2023, at 1330 central standard time, a Luscombe 8E, N2722K, was substantially damaged when it was involved in an accident near Houston, Texas. The commercial pilot was uninjured. The airplane was operated as a *Code of Federal Regulations* Part 91 personal flight.

The pilot stated that the landing touchdown was uneventful. During landing rollout and about 1,630 ft down the runway, the airplane “lurched to the left,” rolled inverted, and came to rest on the runway. The pilot stated that the left wing strut failed at its midpoint.

Airport surveillance video showed that during landing the airplane’s right wing moved upward and the left wing descended and contacted the runway. The airplane then nosed over onto the runway.

Postaccident examination of the airplane revealed that it was equipped with heel brakes. Examination of the brake system and flight control system revealed no mechanical anomalies that would have precluded normal operation. The examination of the left wing strut revealed that it had failed in overload. The airplane sustained substantial damage that included damage to the fuselage, vertical stabilizer, and left wing strut.

Pilot Information

Certificate:	Commercial	Age:	60,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 17, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 3, 2023
Flight Time:	1114 hours (Total, all aircraft), 25 hours (Total, this make and model), 1020 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N2722K
Model/Series:	8E	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5449
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 15, 2023	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4500 Hrs	Engine Manufacturer:	Carburetor
ELT:	Installed	Engine Model/Series:	85-12
Registered Owner:	K R ODDY ASSOCIATES INC	Rated Power:	
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:	TME,166 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	13:35 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 3300 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	29°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lago Vista, TX (RYW)	Type of Flight Plan Filed:	None
Destination:	Houston, TX	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	West Houston Airport IWS	Runway Surface Type:	Asphalt
Airport Elevation:	111 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3953 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	29.818194,-95.672611

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Wilfredo Perez; Federal Aviation Administration; Houston FSDO; Houston, TX
Original Publish Date:	March 28, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106767

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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](#).