



## MEMORANDUM FOR RECORD

**Brian C. Rayner**  
**Senior Air Safety Investigator**  
**Eastern Region**

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**Date: October 27, 2021**  
**Person: Robert Metcalfe – Pilot**  
**NTSB Accident Number: ERA22LA012 Winchester, VA**  
**Subject: Luscombe 8A N4581M**

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### **Narrative:**

Mr. Metcalfe was the pilot/owner of the airplane involved in the accident cited above. He was interviewed by telephone, and the following is a summary of the interview.

Mr. Metcalfe held an airline transport pilot certificate with ratings for airplane single and multi-engine. He declared 12,500 hours of flight experience of which 800 hours was in the accident airplane make and model.

Mr. Metcalfe described the accident exactly as he had in a written statement previously provided to the FAA. He said the pilot in the right seat completed the landing but had applied “too much forward stick.” Mr. Metcalfe stated that he assumed control of the airplane, and while performing remedial actions, he had applied too much brake pressure, which resulted in the airplane “slowly” nosing over and coming to rest inverted. He and his copilot were wearing 4-point harnesses and were unhurt, but the airplane was substantially damaged.

Mr. Metcalfe did not submit an NTSB Form 6120.1, instead he provided detailed information about his airplane and his flight experience during the telephone conversation.

When asked if there were any mechanical deficiencies that would have prevented normal operation of his airplane, Mr. Metcalfe replied, “No, none. Not at all.”