



Aviation Investigation Factual Report

Location:	Spanaway, Washington	Accident Number:	SEA04LA008
Date & Time:	October 18, 2003, 15:30 Local	Registration:	N1806K
Aircraft:	Luscombe 8E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On October 18, 2003, about 1530 Pacific daylight time, a Luscombe 8E airplane, N1806K, sustained substantial damage during an in-flight collision with a fence while landing at the Spanaway Airport, Spanaway, Washington. The airplane is registered to the pilot, and was being operated as a visual flight rules (VFR) personal flight under the provisions of Title 14, CFR Part 91, when the accident occurred. The private pilot sustained serious injuries, and the one passenger sustained minor injuries. Visual meteorological conditions prevailed and no flight plan was filed for the local flight.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on October 22, the pilot reported that during landing approach, just before touchdown, the airplane's tail wheel caught the top of a chain link fence that runs perpendicular to runway 16. He stated that the airplane consequently impacted terrain and nosed over. The pilot stated that he might have been a little low while on final approach.

In a subsequent written report dated October 28, the pilot stated that he encountered turbulence, downdrafts and wind shear while on final approach to the runway.

The pilot reported that the winds were from the south at 12 knots when the accident occurred.

Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 1, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	January 1, 2003
Flight Time:	1659 hours (Total, all aircraft), 208 hours (Total, this make and model), 1659 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N1806K
Model/Series:	8E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4533
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 13, 2003 Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	17 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85-12F
Registered Owner:	John Russo	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTCM,323 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	307°
Lowest Cloud Condition:	Few / 400 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	21°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Spanaway , WA (S44)	Type of Flight Plan Filed:	None
Destination:	Spanaway , WA (S44)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SPANAWAY S44	Runway Surface Type:	Asphalt
Airport Elevation:	373 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2724 ft / 20 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor	Latitude, Longitude:	47.086666,-122.417503

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	David A May; FAA-FSDO; Renton, WA
Report Date:	May 6, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=58220

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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](#).