



# Aviation Investigation Final Report

<b>Location:</b>	Truth or Consequences, New Mexico	<b>Accident Number:</b>	WPR24LA102
<b>Date &amp; Time:</b>	February 23, 2024, 08:45 Local	<b>Registration:</b>	N2669K
<b>Aircraft:</b>	Luscombe 8E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the tailwheel-equipped airplane was on a personal flight to the accident airport. Upon arrival at the airport, the reported wind from ASOS (Automated Surface Observing Systems) was 330 degrees at 5 knots. He entered a left downwind for runway 31 and had planned to do a wheel touch-and-go landing. The pilot stated that he was slower than intended and over the runway threshold he added power to maintain a wheel landing attitude. He failed to add enough power to fully arrest the descent and had to increase back pressure pitch input to stabilize the descent. The pilot stated that after touchdown the airplane had a slight nose left attitude and began to turn to the left. He corrected with right rudder and added more power to keep a nose-level attitude but was not able to fully correct the left turn. The pilot then applied full power to go around, but the airplane was already too slow to take off and the airplane departed the runway. He reduced all power and attempted to brake but the airplane struck a berm and nosed over coming to rest inverted about 30 ft from the runway edge. The airplane sustained substantial damage to the wings, fuselage, and tail.

The pilot reported there were no preimpact 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 airplane control during approach and landing that resulted in a runway excursion and subsequent impact with a berm.

## Findings

<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
-----------------------------	--

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	December 6, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	September 1, 2023
<b>Flight Time:</b>	133 hours (Total, all aircraft), 13 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Luscombe	<b>Registration:</b>	N2669K
<b>Model/Series:</b>	8E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1947	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	5396
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	December 11, 2023 Annual	<b>Certified Max Gross Wt.:</b>	1400 lbs
<b>Time Since Last Inspection:</b>	10.6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2654 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KTCS,4858 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	08:53 Local	<b>Direction from Accident Site:</b>	317°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.27 inches Hg	<b>Temperature/Dew Point:</b>	8°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Belen, NM (BRG)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Truth or Consequences, NM	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:45 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	TRUTH OR CONSEQUENCES MUNI TCS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4861 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13/31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7202 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	33.235361,-107.26988(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cornejo, Tealeye
<b>Additional Participating Persons:</b>	Michael Petrofes; Federal Aviation Administration; Albuquerque, NM Ray Romero; Federal Aviation Administration; Albuquerque, NM
<b>Original Publish Date:</b>	October 22, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193885">https://data.nts.gov/Docket?ProjectID=193885</a>

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](#).