



Aviation Investigation Final Report

Location:	Truth or Consequences, New Mexico	Accident Number:	WPR24LA102
Date & Time:	February 23, 2024, 08:45 Local	Registration:	N2669K
Aircraft:	Luscombe 8E	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	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

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

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-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 3 Without waivers/limitations	Last FAA Medical Exam:	December 6, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2023
Flight Time:	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

Aircraft Make:	Luscombe	Registration:	N2669K
Model/Series:	8E	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5396
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 11, 2023 Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	10.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2654 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	On file	Rated Power:	100 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:	KTCS,4858 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	317°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	8°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Belen, NM (BRG)	Type of Flight Plan Filed:	None
Destination:	Truth or Consequences, NM	Type of Clearance:	None
Departure Time:	07:45 Local	Type of Airspace:	Class E

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Michael Petrofes; Federal Aviation Administration; Albuquerque, NM Ray Romero; Federal Aviation Administration; Albuquerque, NM
Original Publish Date:	October 22, 2024
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=193885

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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](#).