



Aviation Investigation Final Report

Location:	BOISE, Idaho	Accident Number:	SEA98LA010
Date & Time:	November 4, 1997, 15:38 Local	Registration:	N1895B
Aircraft:	Luscombe 8F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The solo student pilot reported that as she approached to land, she knew an airliner was holding short, waiting for her to clear the runway. She reported that in an effort to expedite clearing the runway, she attempted to turn off the runway with excessive speed after landing. The airplane dragged its right wing and spun around about 270 degrees, coming to rest on a taxiway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain directional control due to excessive taxispeed. Pressure perceived by the student pilot to expedite clearing the runway after landing in order to facilitate an aircraft departure was a contributing factor.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
2. (F) PRESSURE INDUCED BY CONDITIONS/EVENTS - PILOT IN COMMAND

Factual Information

On November 4, 1997, approximately 1538 mountain standard time, a Luscombe 8F, N1895B, was substantially damaged when it dragged its right wing during turnoff from runway 28R after landing at Boise Air Terminal-Gowen Field, Boise, Idaho. The solo student pilot, who was a co-owner of the airplane, was not injured in the occurrence. The accident occurred during a 14 CFR 91 solo cross-country instructional flight from Twin Falls, Idaho. Visual meteorological conditions prevailed at the time, and the flight was on a visual flight rules (VFR) flight plan.

The student pilot reported:

...Upon arrival in [Boise], I was cleared to land on Runway 28R. I knew that an airliner was holding short, waiting for me to clear the runway. (Runway 28L was closed.) I landed, and was rolling out on 28R. I attempted to brake to slow down faster, and to enable myself to turn off sooner, to expedite clearing the runway. I turned off when I was going too fast to do so safely, and the plane spun around about 270 [degrees], and I ended up on the taxiway....

The student pilot, who reported she had 85.3 hours total time including 43.9 hours in make and model and 27.9 hours pilot-in-command time (including 20.0 hours in make and model), reported that no mechanical failure or malfunction was involved in the accident.

The reported winds in a 1556 Boise automated observation were from 280 degrees at 4 knots. Boise runway 28R is a 7,400 foot long by 150 foot wide asphalt and porous friction coated runway, and slopes down at 0.4 per cent from east to west. The Luscombe 8F is equipped with fixed conventional landing gear.

Pilot Information

Certificate:	Student	Age:	50,Female
Airplane Rating(s):	None	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:	April 15, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	86 hours (Total, all aircraft), 44 hours (Total, this make and model), 28 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N1895B
Model/Series:	8F 8F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	6322
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 18, 1997 Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	114 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2257 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C90-12F
Registered Owner:	KATHARINE P. OLSON	Rated Power:	90 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BOI ,2858 ft msl	Distance from Accident Site:	
Observation Time:	15:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	263°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TWIN FALLS , ID (TWF)	Type of Flight Plan Filed:	VFR
Destination:	(BOI)	Type of Clearance:	VFR
Departure Time:	14:20 Local	Type of Airspace:	Class C

Airport Information

Airport:	BOISE AIR TERM-GOWEN FLD BOI	Runway Surface Type:	Asphalt
Airport Elevation:	2858 ft msl	Runway Surface Condition:	
Runway Used:	28R	IFR Approach:	None
Runway Length/Width:	7400 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.560214,-116.210685(est)

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	JOHN BLACK; BOISE , ID
Original Publish Date:	February 28, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=42732

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