



# Aviation Investigation Final Report

<b>Location:</b>	Polson, Montana	<b>Accident Number:</b>	LAX07LA240
<b>Date &amp; Time:</b>	August 3, 2007, 09:00 Local	<b>Registration:</b>	N45486
<b>Aircraft:</b>	Luscombe 8E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was turning left base to final when the controls jammed. He applied rudder and added power in an attempt to compensate, but roll control was not regained. He reduced power and examined the cockpit area to see if anything was binding the controls. He did not identify anything in the cockpit that could have caused the binding. The airplane continued left thru two full turns (720 degrees) before the main landing gear contacted the ground, at which point the airplane cartwheeled and came to rest inverted. He egressed the airplane uninjured. The pilot stated to an FAA inspector that when he knew it was safe to approach the airplane, he checked the controls to see if they were still jammed and determined that they were no longer binding or jammed. They functioned normally. The on-scene FAA inspector examined the airplane's control system and could not identify any evidence of binding or jammed controls.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a flight control jam for undetermined reasons.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) FLT CONTROL SYST,AILERON CONTROL - JAMMED

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. TERRAIN CONDITION - GROUND

## Factual Information

On August 3, 2007, about 0900 mountain daylight time, a Luscombe 8E, N45486, impacted terrain while turning base to runway 36 at Polson Airport, Polson, Montana. The private pilot operated the airplane under the provisions of 14 CFR Part 91. The pilot was not injured, and the airplane was substantially damaged. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight originated at Livingston, Montana, about 0630.

The pilot reported to the National Transportation Safety Board investigator that as he was turning left base for final the controls jammed. He applied rudder and added power in an attempt to compensate but roll control was not regained. He reduced power and examined the cockpit area to see if anything was binding the controls. He did not identify anything in the cockpit that could have caused the binding. The airplane continued left thru two full turns (720 degrees) before the main landing gear contacted the ground, at which point the airplane cartwheeled and came to rest inverted. He egressed the airplane uninjured. The pilot stated to a Federal Aviation Administration (FAA) inspector that when he knew it was safe to approach the airplane, he checked the controls to see if they were still jammed and determined that they were no longer binding or jammed. They functioned normally.

The on-scene FAA inspector examined the airplane's control system and could not identify any evidence of binding or jammed controls.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, 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>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	May 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4200 hours (Total, all aircraft), 75 hours (Total, this make and model), 4200 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Luscombe	<b>Registration:</b>	N45486
<b>Model/Series:</b>	8E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2013
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 1, 2007 Annual	<b>Certified Max Gross Wt.:</b>	1400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1549 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C-85-12
<b>Registered Owner:</b>	Candance M. Hamlin	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	Gerald Meyer	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<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>	/ None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Livingston, MT (KLVM)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Polson, MT (K8S1)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	06:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Polson Airport K8S1	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2941 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4195 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

Investigator In Charge (IIC):	McKenny, Van
Additional Participating Persons:	Robert Radtke; Federal Aviation Administration; Spokane, WA
Original Publish Date:	January 31, 2008
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=66378">https://data.nts.gov/Docket?ProjectID=66378</a>

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