



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Person Contacted: Gary Watson; FAA, North Texas FSDO

Date: June 27, 2018

NTSB Accident Number: CEN18LA209

Narrative:

Gary Watson stated that the airplane had not flown for approximately 10 years, then underwent a complete restoration and an engine overhaul. The airplane had flown about 5 hours since the engine was overhauled. The mechanic bought and installed a carburetor gasket kit, but he did not like the way the engine ran so he sent the carburetor to an accessory repair station for overhaul. The airplane design did not have a cockpit mixture control and the airplane was not equipped with a mixture control.

The airplane was flown by the mechanic with the airplane owner aboard on the accident flight. The mechanic said that the airplane fuel quantity was checked using a stick and the quantity was half full for the accident flight because the airplane did not have a fuel quantity gauges and an electrical system. The airplane engine lost partial power climbing through about 200 feet above ground level and lost all power climbing through about 400 feet above ground level after takeoff from the departure airport.

The airplane had nosed over during the forced landing and fuel had drained from the fuel tank. The airplane was equipped with one fuel tank. There was fuel staining on the ground where the airplane had been overturned for several hours before it was recovered. There was no debris in the airplane fuel tank when visually inspected through the fuel cap filler. The gascolator was broken off from impact, and there was no fuel in the lines leading to the carburetor. The carburetor screen did not contain debris. The carburetor jet was unobstructed and had a normal spray pattern when tested using water. Engine control continuity from the cockpit throttle control to the carburetor was confirmed. The cockpit primer control was extended about 3/8 inch.

One propeller blade was relatively straight and the second was bent backwards consistent with a lack of torsional power. The engine exhibited compression, valve train continuity, and drive train continuity. Electrical continuity of the ignition system was confirmed. The spark plugs were normal in except for

one of the spark plugs that was wetted with engine oil consistent with the cylinder rings in the respective cylinder having not been seated during engine break-in.

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Person Contacted: Gary Watson; FAA, North Texas FSDO
Date: April 30, 2019
NTSB Accident Number: CEN18LA209

Narrative:

Gary Watson stated the mechanic called him several weeks ago and told Mr. Watson that the accident had been bothering him and he figured out what happened. The mechanic stated that he found an old publication that said when there is half a tank or less of fuel on board the Luscombe 8A, the carburetor heat has to be used for takeoffs. The mechanic said he did not use carburetor heat for the accident takeoff. The accident airplane did not have a placard for the use of carburetor heat for takeoff installed.

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