

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: New Carlisle State: OHIO

ZIP: 45344 Country: U.S.A

Latitude: 39-55-51.2120 N Longitude: 084-00-48.7660 W

(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 08/31/2018 Local Time: 02:00 P.M

mm/dd/yyyy

Time Zone: Eastern Std.

Collision with Other Aircraft: ☐ Midair ☐ On-ground ☒ None

AIRCRAFT INFORMATION

Registration Number: N2305K

Manufacturer: LUSCOMBE

Model: 8E

Serial Number: 5032

Year of Manufacture: 1947

Amateur-Built: ☐ Yes ☒ No If Yes: ☐ Kit/Plans ☐ Original Design Make: N/A

- ☐ IFR-Equipped and Certified
☐ Commercial Space Flight
☐ Unmanned Aircraft

Maximum Gross Weight: 1400 lbs

Weight at Time of Accident/Incident: _____ lbs

Number of Seats: 2 Flight Crew Seats: _____

Cabin Crew Seats: _____ Passenger Seats: _____

Number of Engines: 1 (one)

Category of Aircraft

- ☒ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift
☐ Rocket
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate

(Check all that apply)

- Standard**
☒ Normal
☐ Aerobatic
☐ Balloon
☐ Commuter
☐ Transport
☐ Utility
Special
☐ Restricted
☐ Limited
☐ Provisional
☐ Special Flight
☐ Experimental
☐ Special Light-Sport
☐ Experimental Light-Sport
☐ Certificate of Authorization or Waiver (COA)
☐ None ☐ Unknown

Landing Gear

(Check all that apply)

- ☐ Retractable
☐ Tricycle ☒ Tailwheel
☐ Amphibian ☐ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel
☐ Other Launch/Recovery System
☐ None ☐ Unknown

Engine Type (Select one)

- ☒ Reciprocating ☐ Liquid Rocket
☐ Turbo Shaft ☐ Solid Rocket
☐ Turbo Prop ☐ Hybrid Rocket
☐ Turbo Jet ☐ None
☐ Turbo Fan ☐ Unknown
☐ Electric

Fuel System Type (Reciprocating)

- ☒ Carburetor ☐ Fuel-Injected

Engine	Engine Manufacturer	Engine Model/Serial	Manufacturer's Serial Number	Date of Mfg. mm/dd/yyyy	Rated Power ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours) Overhaul (hours)
Eng. 1	Teledyne-Continental	C-85-12 F	26472-6-12		85 h. - <u>upgraded</u>		
Eng. 2	(See Attached photo copy of engine log.)				by "Magnum"		
Eng. 3					of Texas Centerville Ohio		
Eng. 4					100 h. - See Attached		

Last Inspection Type

- ☐ 100-Hour ☐ Continuous Airworthiness
☐ AAIP ☐ Conditional Inspection
☒ Annual ☐ Unknown

Date Last Inspection: _____ mm/dd/yyyy

Airframe Total Time: _____ hrs

hours measured at (Select one)

- ☐ Last Inspection ☐ Time of Accident/Incident

Type of Maintenance Program (Select one)

- ☒ Annual
☐ Conditional (Amateur-built only)
☐ Manufacturer's Inspection Program
☐ Other Approved Inspection Program (AAIP)
☐ Continuous Airworthiness
☐ Other, specify: _____

Description of Fire Extinguishing System

- ☒ None
☐ Specify: _____

Propeller 1

- ☒ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: McCaughey

Model: 1A90 / CF 7051

Propeller 2

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: _____

Model or Part No.: _____

TSO No.: ☐ C91 (121.5 MHz) ☐ C91a (121.5 MHz)
☐ C126 (406 MHz)

Was ELT still mounted in aircraft? ☒ Yes ☐ No

Was ELT still connected to antenna? ☒ Yes ☐ No

Did ELT Activate? ☒ Yes ☐ No

If activated:

Did ELT Aid in Locating Aircraft: ☐ Yes ☒ No

If not activated:

- Indicate Reason: ☒ Impact Damage
☐ Fire Damage
☐ Battery Expired/Damaged
☐ Unknown

Additional Equipment (Check all that apply)

- ☐ ADS-B
☐ Airframe Parachute
☐ Angle of Attack Indicator
☐ Autopilot
☐ Data Recorder
☐ Electronic Flight Bag or Handheld Device
☐ Electronic Multifunction Display
☐ Electronic Primary Flight Display
☐ Handheld GPS
☐ Heads Up Display
☐ Onboard Weather
☐ Satellite Tracking Device
☐ Stall Warning System
☐ Video Recording Device
☐ Other, Specify: _____

OWNER/OPERATOR INFORMATION

Registered Aircraft Owner

Name: John P. STUDEBAKER

Fractional Ownership Aircraft: ☐ Yes ☒ No

City: New Madison Oh.

State: OHIO

ZIP: 45346

Country: Darke

Operator of Aircraft

☒ Same As Registered Owner

Name: John P. Studebaker

Doing Business As: N/A

Air Carrier/Operator Designator (4 Character Code): N/A

☒ Same Address as Registered Owner

City: _____

State: _____

ZIP: _____

Country: _____

Operating Certificates Held

(Check all that apply)

- ☒ None
- ☐ Flag Carrier Operating Certificate (FAR 121)
- ☐ Supplemental
- ☐ Air Cargo
- ☐ Foreign Air Carriers (FAR 129)
- ☐ Rotorcraft External Load (FAR 133)
- ☐ Commuter Air Carrier (FAR 135)
- ☐ On-Demand Air Taxi (FAR 135)
- ☐ Commercial Air Tour (FAR 136)
- ☐ Agricultural Aircraft (FAR 137)
- ☐ Pilot School (FAR 141)
- ☐ Certificate of Authorization or Waiver (COA)
- ☐ Commercial Space Transportation Experimental Permit
- ☐ Commercial Space Transportation License
- ☐ Other Operator of Large Aircraft

Regulation Flight Conducted Under

- ☒ FAR 91 ☐ FAR 129 ☐ FAR 415
- ☐ FAR 103 ☐ FAR 133 ☐ FAR 431
- ☐ FAR 121 ☐ FAR 135 ☐ FAR 435
- ☐ FAR 125 ☐ FAR 137 ☐ FAR 437

- ☐ FAR 91 Special Flight
- ☐ Non-US, Commercial
- ☐ Non-US, Non-commercial

Public Aircraft (Select one)

- ☐ Armed Forces
- ☐ Federal
- ☐ State
- ☐ Local

☐ Unknown

Revenue Operation for FAR 121, 125, 129, 135

(Select one for each group)

- ☐ Scheduled or Commuter ☐ Domestic
- ☐ Non-Scheduled or Air Taxi ☐ International

- ☐ Passenger
- ☐ Cargo
- ☐ Mail Contract Only

Purpose of Flight for FAR 91, 103, 133, 137

(Select one)

- ☐ Aerial Application ☐ Firefighting ☐ Unknown
- ☐ Aerial Observation ☐ Flight Test
- ☐ Air Drop ☐ Glider Tow
- ☐ Air Race/Show ☐ Instructional
- ☐ Banner Tow ☐ Other Work Use
- ☐ Business ☒ Personal
- ☐ Executive/Corporate ☐ Positioning
- ☐ External Load ☐ Skydiving
- ☐ Ferry

Revenue Sightseeing Flight

☐ Yes ☐ No

Air Medical Flight

☐ Yes ☐ No

AIRPORT INFORMATION (Fill in if accident/incident occurred on approach, landing, takeoff, departure or within 3 miles of an airport)

Airport Name: Andy Barnhart Memorial

Airport Identifier: 3OH0 (Three Oscar Hotel Zero)

Proximity to Airport: ☒ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/A

± 200 yards West of Airport

Distance From Airport Center: ± 0.2 sm

Direction From Airport: 270 degrees true

Airport Elevation: 895 ft. msl

Runway Information

Runway ID: _____ (L/R/C) Length: 2000 ft Width: est. 35-40" ft

Runway/Landing Surface (Check all that apply)

- ☒ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
- ☐ Concrete ☐ Gravel ☐ Metal/Wood
- ☐ Dirt ☐ Ice ☐ Snow ☐ Unknown

Condition of Runway/Landing Surface (Check all that apply)

- ☒ Dry ☐ Snow-Compacted ☐ Water-Calm
- ☐ Holes ☐ Snow-Crusted ☐ Water-Choppy
- ☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy
- ☐ Rough ☐ Snow-Wet ☐ Wet
- ☐ Rubber Deposits ☐ Soft est. 5 knot breeze from 230°
- ☐ Slush-Covered ☒ Vegetation ☐ Unknown
- Small tree Nursery ± 15-18" conifer trees

Approach/Departure Segment (Select one)

- ☐ Taxi ☒ VFR Departure ☐ On Instrument Approach ☐ Downwind
- ☐ Takeoff ☐ IFR Departure Procedure/Clearance ☐ Landing ☐ Base
- ☒ Initial Climb ☐ Final ☒ Crosswind ☐ Low Approach
- ☐ Go Around
- ☐ Aborted Landing (after touchdown)
- ☐ Unknown

IFR Approach (Check all that apply)

- ☐ None
- ☐ ADF/NDP ☐ PAR ☐ MLS ☐ Practice
- ☐ SDF ☐ Sidestep ☐ LDA ☐ GPS
- ☐ VOR/TVOR ☐ ILS ☐ ASR ☐ Visual
- ☐ VOR/DME ☐ Localizer Only ☐ Contact
- ☐ TACAN ☐ LOC-back course ☐ Circling
- ☐ RNAV ☐ Unknown

VFR Approach (Check all that apply)

- ☐ None
- ☐ Traffic Pattern ☐ Stop and Go
- ☐ Straight-In ☐ Touch and Go
- ☐ Valley/Terrain Following ☐ Simulated Forced Landing
- ☐ Go Around ☐ Forced Landing
- ☐ Full Stop ☐ Precautionary Landing
- ☐ Unknown

FLIGHT CREWMEMBER 1 INFORMATION

"Flight Crewmember 1" Responsibilities at the Time of Accident/Incident

☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

"Flight Crewmember 1" was pilot flying ☒ Yes ☐ No

"Flight Crewmember 1" Identification

First Name: JOHN

City of Residence: New Madison, Ohio

Middle Initial: P.

State: OHIO

ZIP: 45346

Last Name: STUDEBAKER

Country: USA

Age at time of Accident/Incident: 75

Date of Birth: mm/dd/yyyy

Certificate Number: mm/dd/yyyy

Degree of Injury

☐ None ☐ Fatal
☐ Minor ☐ Unknown
☒ Serious

Seat Occupied

☒ Left ☒ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Restraint Type

Available

☐ None
☒ Lap only
☐ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

Used

☐ None
☒ Lap only
☐ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

Inflatable Restraints

☒ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☐ Unknown

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military
☒ Private ☐ Recreational ☐ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

Principal Occupation

☐ Pilot
☒ Other
☐ Unknown

Medical Certificate

☐ None ☒ Class 3
☐ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☒ Without limitations/waivers ☐ Unknown
☐ With limitations/waivers ☐ N/A
☐ Special Issuance

Date of Last Medical

7/21/17
mm/dd/yyyy

Medical Certificate Limitations

None

Medical Certificate Special Issuance

N/A

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:

06/11/2017
mm/dd/yyyy

Flight Review Aircraft

Make: Cessna

Model: 172

Airplane Rating(s) (Check all that apply)

☐ None
☒ Single-Engine Land
☐ Single-Engine Sea
☐ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s) (Check all that apply)

☒ None
☐ Airship
☐ Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s) (Check all that apply)

☒ None
☐ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s) (Check all that apply)

☒ None
☐ Airplane Single-Engine ☐ Instrument Airplane
☐ Airplane Multi-Engine ☐ Instrument Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings

Luscombe 8 series
SEL { Cessna 140
Cessna 150
Cessna 172

Student Endorsements (Include dates)

Flight Time (Enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	<u>497.9</u>	<u>29.3</u>	<u>497.9</u>							
Pilot in Command (PIC)										
Time as Instructor	<u>—</u>	<u>—</u>	<u>—</u>							
This Make/Model										
Last 90 Days	<u>1.3</u>	<u>1.3</u>								
Last 30 Days	<u>1.3</u>	<u>1.3</u>								
Last 24 Hours	<u>0.0</u>	<u>0.0</u>								

Last Departure Point <u>Three Oscar Hotel</u> Airport ID: <u>30 H0</u> City: <u>New Carlisle</u> State: <u>Ohio</u> Country: <u>USA</u>	Time of Departure Time: <u>02:00 p.m.</u> Time Zone: <u>EDT</u>	Destination Airport ID: <u>VFS</u> City: <u>Versailles</u> State: <u>Ohio</u> Country: <u>USA</u>	Type Flight Plan Filed ☒ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☐ VFR Activated? ☐ Yes ☐ No ☐ Unknown
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Type of ATC Clearance/Service <i>(Check all that apply)</i>				
☒ None	☐ Special VFR	☐ Special IFR	☐ VFR Flight Following	☐ Cruise
☒ VFR	☐ IFR	☐ VFR On Top	☐ Traffic Advisory	☐ Unknown / NA
Airspace where the accident/incident occurred <i>(Check all that apply)</i>				
☐ Class A	☒ Class G	☐ Military Operations Area (MOA)	☐ Special	Altitude of In-Flight Occurrence: _____ ft msl
☐ Class B	☐ Demo Area	☐ Airport Advisory Area	☐ Air Traffic Control Area	
☐ Class C	☐ Warning Area	☐ Jet Training Area	☐ Unknown	
☐ Class D	☐ Prohibited Area	☐ TRSA		
☐ Class E	☐ Restricted Area	☐ FAR 93		

Source of Pilot Weather Information (Check all that apply) <table style="width: 100%;"> <tr> <td>☐ National Weather Service</td> <td>☐ Company</td> </tr> <tr> <td>☐ Flight Service Station</td> <td>☐ Military</td> </tr> <tr> <td>☐ TV/Radio</td> <td>☒ Internet</td> </tr> <tr> <td>☐ Automated Report</td> <td>☐ None</td> </tr> <tr> <td>☐ Commercial Weather Service (DUATS)</td> <td>☐ Unknown</td> </tr> <tr> <td>☐ On-Board Weather</td> <td></td> </tr> </table>	☐ National Weather Service	☐ Company	☐ Flight Service Station	☐ Military	☐ TV/Radio	☒ Internet	☐ Automated Report	☐ None	☐ Commercial Weather Service (DUATS)	☐ Unknown	☐ On-Board Weather		Weather Observation Facility Facility ID: _____ Observation Time: _____ Time Zone: _____ Distance from Accident Site: _____ nm Direction from Accident Site: _____ degrees true
☐ National Weather Service	☐ Company												
☐ Flight Service Station	☐ Military												
☐ TV/Radio	☒ Internet												
☐ Automated Report	☐ None												
☐ Commercial Weather Service (DUATS)	☐ Unknown												
☐ On-Board Weather													

Basic Conditions	Light Condition		
☒ VMC ☐ IMC ☐ Unknown	☐ Dawn ☒ Day	☐ Dusk ☐ Night	☐ Dark Night ☐ Bright Night ☐ Unknown
Sky/Lowest Cloud Condition	Ceiling		Temperature: _____ (C) or _____ (F)
☐ Clear ☐ Few ☐ Partial Obscuration ☒ Scattered	☐ None (Clear) ☒ Broken scattered ☐ Overcast	☐ Obscured ☐ Indefinite ☐ Unknown	Dew Point: _____ (C) or _____ (F)
☐ Thin Broken ☐ Thin Overcast ☐ Unknown	Lowest Cloud Condition Height	Ceiling Height	Altimeter Setting: _____ in. Hg or _____ MB
3-4,000' ft agl	3-4,000' ft agl		

Wind Direction ☐ Variable -or- Direction: <u>230°</u> degrees true	Wind Speed ☒ Calm <u>5 kt.</u> ☒ Light and Variable -or- Speed: <u>5 kt</u> kts	Wind Gusts ☒ Not Gusting -or- Speed: _____ kts	Visibility <u>> 10</u> miles RVR: _____ feet RVV: _____ miles Density Altitude: _____ ft
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Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy ☒ N/A ☐ Unknown	Type of Precipitation <i>(Check all that apply)</i> ☐ None ☐ Drizzle ☐ Freezing Rain ☐ Rain ☐ Ice Pellets ☐ Snow Shower ☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower ☐ Hail ☐ Snow Grains ☐ Freezing Drizzle ☐ Rain Showers ☐ Ice Crystals	Restriction to Visibility <i>(Check all that apply)</i> ☒ None ☐ Fog ☐ Blowing Dust ☐ Ground Fog ☐ Blowing Sand ☐ Haze ☐ Blowing Snow ☐ Ice Fog ☐ Blowing Spray ☐ Smoke ☐ Dust ☐ Unknown
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Icing Forecast Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown Type ☒ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown		Icing Actual Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown Type ☒ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown		Turbulence Type <i>(Check all that apply)</i> ☒ None ☐ Clear Air ☐ Terrain-Induced ☐ Convective Turbulence Severity ☐ Light ☐ Moderate ☐ Severe ☐ Extreme	
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RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

*Unknown at this time***MECHANICAL MALFUNCTION/FAILURE** (If more space is needed, continue on separate sheet)Was there Mechanical Malfunction/Failure? ☐ Yes ☐ No
(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)*Unknown at this time*Total Time/Cycles
On Part

____ Hours

____ Cycles

Time Since This Part
Inspected/Overhauled

____ Hours

FUEL & SERVICES INFORMATIONFuel on Board at Last Takeoff
(Convert from pounds, as necessary)*15.5*

Gallons

Fuel Type

☐ 80/87☐ 115/145☐ Jet B☐ Other, specify _____☒ 100 Low Lead☐ Jet A☐ JP8☐ 100/130☐ Jet A-1☐ Automotive

Other Services, if Any, Prior to Departure

*N/A***EVACUATION OF AIRCRAFT**Was an emergency evacuation of the aircraft performed? ☐ Yes ☐ No

Method of Exit - Describe how the occupants exited and how many occupants evacuated each location

*Left (Pilot side) Door - Crawled out with no loss of consciousness***OTHER AIRCRAFT - COLLISION** (If air or ground collision occurred, complete this section for other aircraft)

Aircraft Registration Number

*N2305K*Manufacturer: *Luscombe*Model: *8E*

Damage to Other Aircraft

☐ Destroyed☐ Minor☐ Substantial☒ None

Registered Owner of Other Aircraft

Name: *John P. Studebaker*City: *New Madison*State: *Ohio* ZIP: *45346*Country: *USA*Pilot of Other Aircraft *N/A*

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

John P. Studebaker, M.D.

Phone [REDACTED] Fax [REDACTED]

September 27, 2018

Narrative History of Flight and Dead Stick Power Out Landing: Luscombe N 2305 K 8/31/18

Friday 8/31/18 I arrived at Andy Barnhart Airport (30H0-Three Oscar Hotel Zero) about 12:30pm with intent to fly Luscombe N 2305 K to VES (Darke County) to show plane to friend; airline pilot and CFI Troy Snyder. I spent over one hour going over preflight with Roger Etzel (non-pilot). I showed him the sewing repair I had done on the seats where cloth had been loose and interfered with trim tab crank. We also noted that the right fuel tank valve was set "On" and that as before the fuel gage read three fourths which on this gage equals full. Visually the tank was noted to be full or within 1-in of completely topped off. Note that the right fuel valve had been noted on a previous visit to be difficult to move and we lubricated this after its recent annual exam where I had brought this up to the previous owners. Plane was then rolled out in front of the hanger and manually turned 90-degrees right toward taxiway. Startup proceeded and caught after one and one half strokes of prime on the third touch of the button starter. Plane was then taxied to the east end of runway 27-9 and held short at the threshold with the heel brakes. Preflight checklist was then performed times two as this was my maiden flight to take the newly purchased plane home. There was moderately high humidity and please note the carb heat was given special attention and showed no signs of icing. Engine temperature of 90-degrees+ was achieved. Mags were noted to show the normal drop and return. The runway was visually clear of traffic and radio announcement of intention to take off on runway 27 was completed. Full power was then applied and normal take off roll initiated. Rudders were walked to further gain knowledge of good function and normal travel. Tail came up within first one fourth to one third of the 2,000-ft runway. Lift off followed between one half and two thirds length of the runway. Nose was kept down until 70-mph was reached and climb ensued. Around this point a sense of slight sluggishness in power was noted. Climb followed to an estimated 150-ft AGL and estimated 200-yards past end of runway. At this point 6-8-sputters were noted. Carb heat was applied and made no difference. The engine then abruptly stopped. Instinct set in to emergent mode and knowing the nursery field below was longer in its north/south dimension an abrupt right turn and nose down attitude were initiated to a north heading. A shallow dive for airspeed was employed and successful dead stick landing followed. Estimated time in the descent was 6-8-seconds. Unfortunately the soil was heavily cultivated in small 15-18-in high conifers and the wheels dug in causing a primary injury of compression fracture of thoracic vertebrae #12 with only slight deformity of T10 and L3. The landing was described by one observer who was on tv by the phrase "he really feathered it in well at the end". I do not recall having to open the door. It seems it was opened by the impact. I then passed a hand over the master and mags all turned off. I could not reach the open right fuel tank valve. I then proceeded to crawl out under the left wing to a distance of 4-6-ft of the plane. Within seconds, it seemed, a very pleasant farm worker lady was at my side asking if I was ok.

I remain quite puzzled as to the cause of this engine out experience. As to the possibility of carb ice being responsible; I do not have exact figures yet as to the humidity but feel that the plane was recently flown at least twice with the humidity the same or higher. Another thought would be insect or spider deposits in the right (active) fuel tank cap vent. Negative pressure fuel starvation?

Respectfully Submitted,

John P Studebaker

P.S. Note Above injured Vertebrae corrected to T-10 [8/31] - both minor. Major damage (Compression Frx) was to T-12. Also Total time in Luscombe series corrected to 29.3 hrs.

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report

09/27/2018
mm/dd/yyyyName of Pilot/Operator: John P. StudebakerSignature: [REDACTED]-- or -- ☐ Check here to electronically sign this document

If a Person Other than Pilot/Operator is Filing Report

Name: _____

Title: _____

Signature: _____

-- or -- ☐ Check here to electronically sign this document**FOR NTSB USE ONLY**

NTSB Accident/Incident No.

CEN18LA362

Reviewed by NTSB Regional Office

AS-CENTRAL

Name of Investigator

Andrew Todd Fox

Date Report Received

29 OCT 2018