

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA195

WRECKAGE EXAMINATION SUMMARY

June 18, 2024

A. ACCIDENT

Location: South Lake Tahoe, California
Date: June 12, 2024
Time: 1300 PDT
Airplane: N37081, Luscombe 8A

B. EXAMINATION SUMMARY

IIC	Tealeye Cornejo National Transportation Safety Board Federal Way, Washington
Party Coordinator	Paul Adams Federal Aviation Administration Reno, Nevada

C. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

The instrument panel was bent throughout with numerous instruments displaced.

The fuel selector valve was in the OFF position.

The magneto switches were impacted damaged.

The primer was found in the in and locked position.

The throttle was about 2 inches from full forward and the attachment structure was displaced upward.

Flight controls were interconnected and moved when manually manipulated. Flight control continuity was established throughout the airframe to all primary flight controls.

The center fuselage fuel tank exhibited varying degrees of deformation. The fuel cap was missing, and the drain spout was fractured. No fuel was found in the fuel tank, however, wreckage recovery personnel reported that residual fuel was seen draining out when it was recovered.

A small amount of fuel was drained from the gascolator and was yellow in appearance. The gascolator screen was free of debris.

2.0 Engine Examination

The upper spark plugs were removed and the rocker box covers were removed from each cylinder. The crankshaft was rotated by hand via propeller. Rotational continuity throughout the engine and valve train was established, and thumb compression was obtained at all cylinders.

The upper 1 and 3 spark plugs exhibited normal operational signatures with grey deposits within the electrode areas. The upper 2 and 4 spark plugs exhibited normal operational signatures and were oil soaked.

The magnetos remained attached at their mounting pads. The cover was removed, and the propeller was manually rotated and produced spark at all posts.

The magneto p-leads sustained impact damage and were separated at the cover.

The carburetor was intact and remained attached to the engine. The throttle arm remained secure to the carburetor and the throttle control cable remained attached. The carburetor was removed and disassembled. No fuel was found in the carburetor float bowl. The float was intact. The mixture control arm was safety wired in the full rich position.

The oil sump had a small puncture in it and oil drained out of it at accident site and during examination. The oil sump was removed and the internal area of the engine was examined and found to be unremarkable.

The exhaust system was intact and free of restrictions.

The induction system was intact and undamaged.

The carburetor heat lever on the airbox was intact and found in the partially on position.

The oil screen was free of debris.

3.0 Propeller

One of the propeller blades exhibited S-bending and chordwise scratching on the face side of the blade. The opposing blade exhibited chordwise scratching throughout the span of the face of the blade and was bent aft about 15 to 20° about midspan.

Submitted by:

Tealeye Cornejo
Air Safety Investigator (Field)