



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Stow, MA	<b>Accident Number:</b>	NYC02LA179
<b>Date &amp; Time:</b>	09/01/2002, 1150 EDT	<b>Registration:</b>	N5091X
<b>Aircraft:</b>	Champion 7ECA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On September 1, 2002, about 1150 eastern daylight time, a Champion 7ECA, N5091X, was substantially damaged when it struck a parked vehicle while landing at the Minute Man Air Field (6B6), Stow, Massachusetts. The certificated private pilot and passenger sustained minor injuries. Visual meteorological conditions prevailed and no flight plan had been filed for the personal flight conducted under 14 CFR Part 91.

The tail-wheeled airplane was landing on runway 3, a 2,770 foot-long, 48 foot-wide, asphalt runway.

The pilot reported that the approach was normal; however, after touchdown, the airplane bounced and began to veer to the right. The airplane departed the right side of the runway and the pilot applied full power in an attempt to climb; however the airplane struck a car parked in an aircraft tie down area.

Two witnesses at the airport stated they observed the airplane bouncing after touchdown. One witness said:

"...Once the main gear touched, the tail came down swiftly, touched the surface, and just as swiftly went back up. It appeared that the propeller was about to strike when the tail started lowering again and the aircraft went airborne, after which the aircraft porpoised once or twice. On what I believe was the second porpoise, the left wing came up first, and the plane veered towards the right. The plane continued on this course, bouncing once on the right main gear in the grass, then the tail wheel bounced, but the left main gear did not touch this final time. The plane was headed straight for the line of parked cars and planes..."

The pilot reported 421 hours of total flight experience, which included 35 hours in make and model. He did not report any mechanical malfunctions.

Winds reported at an airport about 11 miles east of 6B6, at 1156, were from 120 degrees at 8 knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/28/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	01/13/2001
<b>Flight Time:</b>	421 hours (Total, all aircraft), 35 hours (Total, this make and model), 364 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Champion	<b>Registration:</b>	N5091X
<b>Model/Series:</b>	7ECA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	656
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/02/2002, 100 Hour	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	20 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1920 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-C1
<b>Registered Owner:</b>	Ronald L. Emond	<b>Rated Power:</b>	115 hp
<b>Operator:</b>	Ronald L. Emond	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BED, 133 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1156 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Few / 2600 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.47 inches Hg	Temperature/Dew Point:	19° C / 13° C
Precipitation and Obscuration:			
Departure Point:	KEENE, NH (EEN)	Type of Flight Plan Filed:	None
Destination:	Stow, MA (6B6)	Type of Clearance:	None
Departure Time:	1030 EDT	Type of Airspace:	Class E

## Airport Information

Airport:	MINUTE MAN AIR FIELD (6B6)	Runway Surface Type:	Asphalt
Airport Elevation:	268 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	2770 ft / 48 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	42.460278, -71.517778

## Administrative Information

Investigator In Charge (IIC):	Luke Schiada
Additional Participating Persons:	Tony Accurso; Bedford, MA
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .