



National Transportation Safety Board Aviation Accident Final Report

Location:	Stow, MA	Accident Number:	NYC02LA179
Date & Time:	09/01/2002, 1150 EDT	Registration:	N5091X
Aircraft:	Champion 7ECA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot was landing the tail-wheeled airplane on runway 3, a 2,770 foot-long, 48 foot-wide, asphalt runway. After touchdown, the airplane began to bounce and 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. Winds reported at an airport about 11 miles east of the accident site were from 120 degrees at 8 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recover from a bounce landing, which resulted in a loss of directional control and collision with a vehicle. A factor in this accident was the crosswind condition.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

3. OBJECT - VEHICLE

Factual Information

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

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/28/2001
Occupational Pilot:		Last Flight Review or Equivalent:	01/13/2001
Flight Time:	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

Aircraft Make:	Champion	Registration:	N5091X
Model/Series:	7ECA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	656
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/02/2002, 100 Hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1920 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-C1
Registered Owner:	Ronald L. Emond	Rated Power:	115 hp
Operator:	Ronald L. Emond	Operating Certificate(s) Held:	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	Report Date:	04/17/2003
Additional Participating Persons:	Tony Accurso; Bedford, MA		
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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