



Aviation Investigation Final Report

Location:	Stow, Massachusetts	Accident Number:	IAD02LA092
Date & Time:	September 6, 2002, 14:30 Local	Registration:	N7223R
Aircraft:	Goff Glassair	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot stated that he set the vernier-type throttle to "a little more than 1/4-inch open," and started the airplane. He attempted to reduce power by twisting the throttle counter-clockwise, but was unable to retard the throttle to the idle position. The brakes could no longer hold the airplane, which moved forward, turned to the left, went through a fence and came to rest as it impacted a parked car. The pilot stated that he forgot about the center lock button on the throttle and did not notice that it was engaged during the engine start sequence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper positioning of the throttle during engine start, which resulted in his inability to maintain control of the airplane.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI - TO TAKEOFF

Findings

3. OBJECT - FENCE

Factual Information

On September 6, 2002, at 1430 eastern daylight time, a homebuilt Glassair, N7223R, was substantially damaged during an engine start at Minuteman Airfield (6B6), Stow, Massachusetts. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the local personal flight that was to be conducted under 14 CFR Part 91.

According to the pilot, he set the vernier-type throttle to "a little more than 1/4-inch open," and started the airplane. He then attempted to reduce the power by twisting the throttle counter-clockwise. However, he was unable to retard the throttle to the idle position. The brakes could no longer hold the airplane, and it began to move forward and turn to the left. As the pilot again tried to reduce the power, the airplane went through a fence and came to rest as it impacted a parked car.

The pilot also stated that he forgot about the center lock button on the throttle and did not notice that it was engaged during the engine start sequence. He stated the accident was due to "pilot error."

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that the throttle was closed, and the mixture control was in the idle-cutoff position. A functional test of the throttle was performed and no anomalies were noted. Additionally, no brake or skid marks were observed on the pavement or the grass.

The pilot reported that he had accumulated 1,500 hours of total flight experience, 10 of which were in make and model.

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	April 14, 1998
Occupational Pilot:		Last Flight Review or Equivalent:	April 1, 2002
Flight Time:	5000 hours (Total, all aircraft), 5 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Goff	Registration:	N7223R
Model/Series:	Glassair	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	2052
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	March 15, 2002 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	100 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	I0360
Registered Owner:	Larry Goff	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BED,133 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	70°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	25°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Stow, MA (6B6)	Type of Flight Plan Filed:	None
Destination:	(6B6)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Unknown

Airport Information

Airport:	Minuteman airfield 6B6	Runway Surface Type:	Asphalt
Airport Elevation:	268 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	2770 ft / 48 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.460277,-71.517776

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	Bill Conley; FAA/FSDO; Bedford, MA
Original Publish Date:	August 26, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55655

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