

9/30/2022

TO: Brad McCauley
Aviation Safety Inspector
Greensboro FSDO

COPY: Alexandra Grady
Aviation Safety Inspector
Greensboro FSDO

FROM: Cecil E. Boyd Jr.

SUBJECT: Crash of Aircraft N2509N (1947 Cessna 140) on September 28, 2022

My statement of the crash is as follows:

I am a Certified Flight Instructor that provides flight instruction for student, private and sport pilots exclusively in tailwheel aircraft. I operate independently without affiliation with any other flight school or flight training operation. I do rent an aircraft hangar South Oaks Aerodrome located close to Winterville, NC. Most of my flight training operates out of that airport (05N).

On September 28th, I had scheduled a training flight @1:30 PM with Norma Langlois who was seeking a tailwheel endorsement. In recent months, Norma had been a student pilot with another flight school completing 11.9 hours of dual flight instruction in nosewheel aircraft. On 8/31 Norma began her tailwheel instruction using N2509N as the aircraft and me as the CFI. Up until September 28, I had instructed her in N2509N completing 5.5 hours of dual. At least 3 hours of the 5.5 hours of dual instruction had been practicing take-offs and Landings. Our flight on the 28th (using N2509N) started about 2:30 and consisted of 4 takeoff and landing at a nearby grass strip (2500 ft) followed by various other training maneuvers. About 4:15 we returned to South Oaks (05N) for the final landing of the day. The rest of the flight leading up to the crash is what I remember.

My instructions to Norma with her flying the aircraft was to enter the pattern at 1000 ft as we approached the airport from the southeast. She did that as instructed. Since there is no weather reported at 05N we flew past the windsock to determine which runway to use, found the windsock basically calm wind and decided to use runway 25. Norma flew a normal pattern consisting of crosswind, downwind and final. My teaching method in the Cessna 140 is to slow the aircraft to a speed of 80 MPH plus lower the flaps on downwind and to be at 70 MPH on final approach per the POH. On this flight, those conditions were achieved by Norma putting us on a stabilized approach about a mile out. I keep a sharp eye on airspeed and sink rate on final with students until approaching the flare. On this flight I knew we were high but based on my reference point on north side hangars, felt the landing was still achievable. About that same time Norma flared the aircraft for the landing. The aircraft hit hard and bounced quite high and caused the nose to point up an about 45 degree angle. At his point I took control of the aircraft (my aircraft) pushing the nose downward to prevent an imminent stall. Also added full power to prevent the stall. The aircraft did not do a full stall at that point but didn't have power, airspeed or altitude to clear the trees in front or to either side of the aircraft. I knew there was no way out but was able to continue flying the aircraft right at stall speed to find the best possible spot.

That period of time was probably 15 seconds, then the aircraft came to a complete stop, nose down about 45 degrees, tail in the air, Engine had quit, we were about 1 foot off the ground on my side, door opened freely I talked to Norma regarding condition, I was able to exit the aircraft without assistance and without any evidence of injury, Norma was not as lucky and would not be able to exit unassisted. There was fuel leaking out of the left side fuel tank onto the engine cowling but I was able to move Norma out and away for the aircraft to a safe location in case of a fire. Then I called 911, they arrived within 15-20 minutes, helped Norma to an ambulance and then onto hospital for care. I was able to walk out and leave on my own.

Also FYI I had reviewed weight and balance prior to the flight and found we were within W&B requirements:

Aircraft	905.6	
CFI (me)	135.0	
Student	200.0	
Fuel	72.0	Estimated after flying 1.5 hours at 6 GPH prior to crash
Total WT	1312.0	
Max Gro	1450.0	
Under gross	138.0	

Other Information requested:

Hours in Cessna 140 N2509N	137.1
Hours last 90 days	19.1
Hours last year	97.6
Total Flight Hours	3523.8
Total Tailwheel	1883.1

Training Seminars

Feb 28, 2022 – AOPA rusty pilots seminar – Washington NC

Mar 31, 2021 – CFI renewal thru online course