



# Aviation Investigation Final Report

<b>Location:</b>	EAU CLAIRE, Wisconsin	<b>Accident Number:</b>	CHI92DEP03
<b>Date &amp; Time:</b>	August 15, 1992, 12:00 Local	<b>Registration:</b>	N3944C
<b>Aircraft:</b>	STUART J. CARTER      MONI	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE ACCIDENT OCCURRED AS THE PILOT/OWNER OF THE HOMEBUILT AIRPLANE WAS MAKING HIS FIRST FLIGHT IN THE AIRCRAFT. THE PILOT STATED THAT AFTER TAKEOFF HE ACCELERATED TO 60 KNOTS AND NOTED THAT CONTROL RESPONSE SEEMED 'SLOW.' HE THEN ACCELERATED TO 70 KNOTS AND THE AILERONS STILL SEEMED 'UNRESPONSIVE.' HE STATED HE ATTEMPTED TO KEEP THE AIRSPEED BETWEEN 75 AND 80 KNOTS; HOWEVER, THE AIRPLANE SLOWED TO 74 KNOTS AT WHICH TIME, HE STATED, THE RIGHT WING STALLED. WITNESSES REPORTED SEEING THE AIRPLANE DURING THE INITIAL CLIMB AND INDICATED THAT THE WINGS WERE ROLLING LEFT AND RIGHT JUST PRIOR TO THE AIRPLANE PITCHING NOSE DOWN AND ENTERING A BANK UNTIL IMPACT WITH THE TERRAIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN AIRSPEED.

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<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--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 10, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	211 hours (Total, all aircraft), 160 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STUART J. CARTER	<b>Registration:</b>	N3944C
<b>Model/Series:</b>	MONI MONI	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	000151
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	May 5, 1992 Annual	<b>Certified Max Gross Wt.:</b>	550 lbs
<b>Time Since Last Inspection:</b>	3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	164 Hrs	<b>Engine Manufacturer:</b>	KFM
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	107E
<b>Registered Owner:</b>		<b>Rated Power:</b>	22 Horsepower
<b>Operator:</b>	BERG, RANDY R.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EAU ,907 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	11:51 Local	<b>Direction from Accident Site:</b>	80°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(EAU )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(EAU )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	EAU CLAIRE COUNTY AIRPORT EAU	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	907 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7301 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	44.820545,-91.490455(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cybulski, Chet
<b>Additional Participating Persons:</b>	KAREN E BELNAY; MILWAUKEE , WI
<b>Original Publish Date:</b>	May 26, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=15244">https://data.nts.gov/Docket?ProjectID=15244</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).