



Aviation Investigation Final Report

Location:	VINCENTOWN, New Jersey	Accident Number:	NYC88DHD02
Date & Time:	June 29, 1988, 18:44 Local	Registration:	N2276R
Aircraft:	DARLINGTON MONNETT MONI	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS ON HIS 1ST FLT IN THE HOME BUILT ACFT. DURING THE INITIAL CLIMB AFTER TAKEOFF, HE DIVERTED HIS ATTENTION FROM THE AIRSPEED INDICATOR TO OTHER INSTRUMENTS. HE BELIEVED THAT HE MAY HAVE INADVERTENTLY PULLED UP THE NOSE AT THAT TIME. SUBSEQUENTLY, THE ACFT STALLED, PITCHED NOSE DOWN & CRASHED ABOUT 100 YDS BEYOND THE DEP END OF THE RWY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND
 2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. (C) STALL - INADVERTENT - PILOT IN COMMAND
 4. (F) DIVERTED ATTENTION - PILOT IN COMMAND
 5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 25, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	275 hours (Total, all aircraft), 231 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DARLINGTON	Registration:	N2276R
Model/Series:	MONNETT MONI MONNETT MO	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	16
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	June 27, 1988 Continuous airworthiness	Certified Max Gross Wt.:	550 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	11 Hrs	Engine Manufacturer:	KFM
ELT:	Not installed	Engine Model/Series:	107E
Registered Owner:	WALDO S. STEEN	Rated Power:	25 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(N73)	Type of Flight Plan Filed:	None
Destination:	(N73)	Type of Clearance:	None
Departure Time:	18:43 Local	Type of Airspace:	Class G

Airport Information

Airport:	RED LION N73	Runway Surface Type:	Asphalt
Airport Elevation:	59 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2880 ft / 43 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Mattern, Adam

Additional Participating Persons:

Original Publish Date: June 10, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35979>

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](#).